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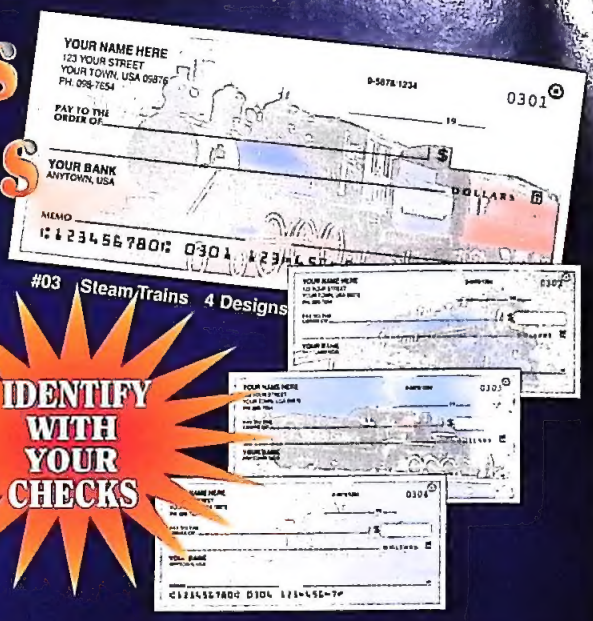

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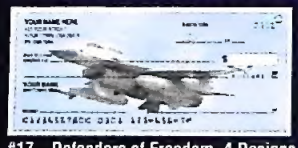

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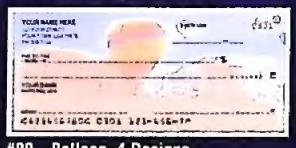
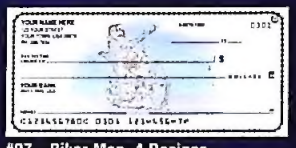
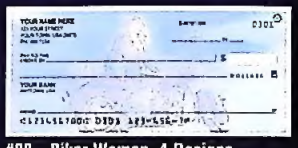


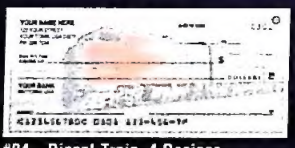
#09 Balloon 4 Designs



#07 Biker Men 4 Designs

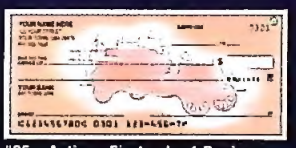


#08 Biker Women 4 Designs

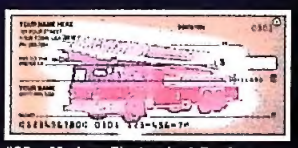


#04 Diesel Train 4 Designs

#01 Oshkosh 4 Designs



#05 Antique Firetruck 4 Designs



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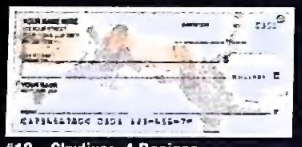

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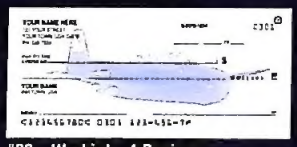

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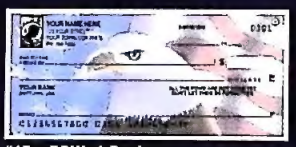
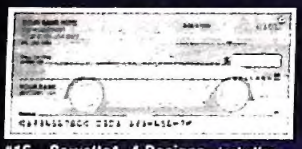


#15 POW 1 Design

#13 Scuba 4 Designs



#16 Corvette* 4 Designs, *including '65 Sting Ray, '82 Collector's Edition, and '95 Indy Pace Car*

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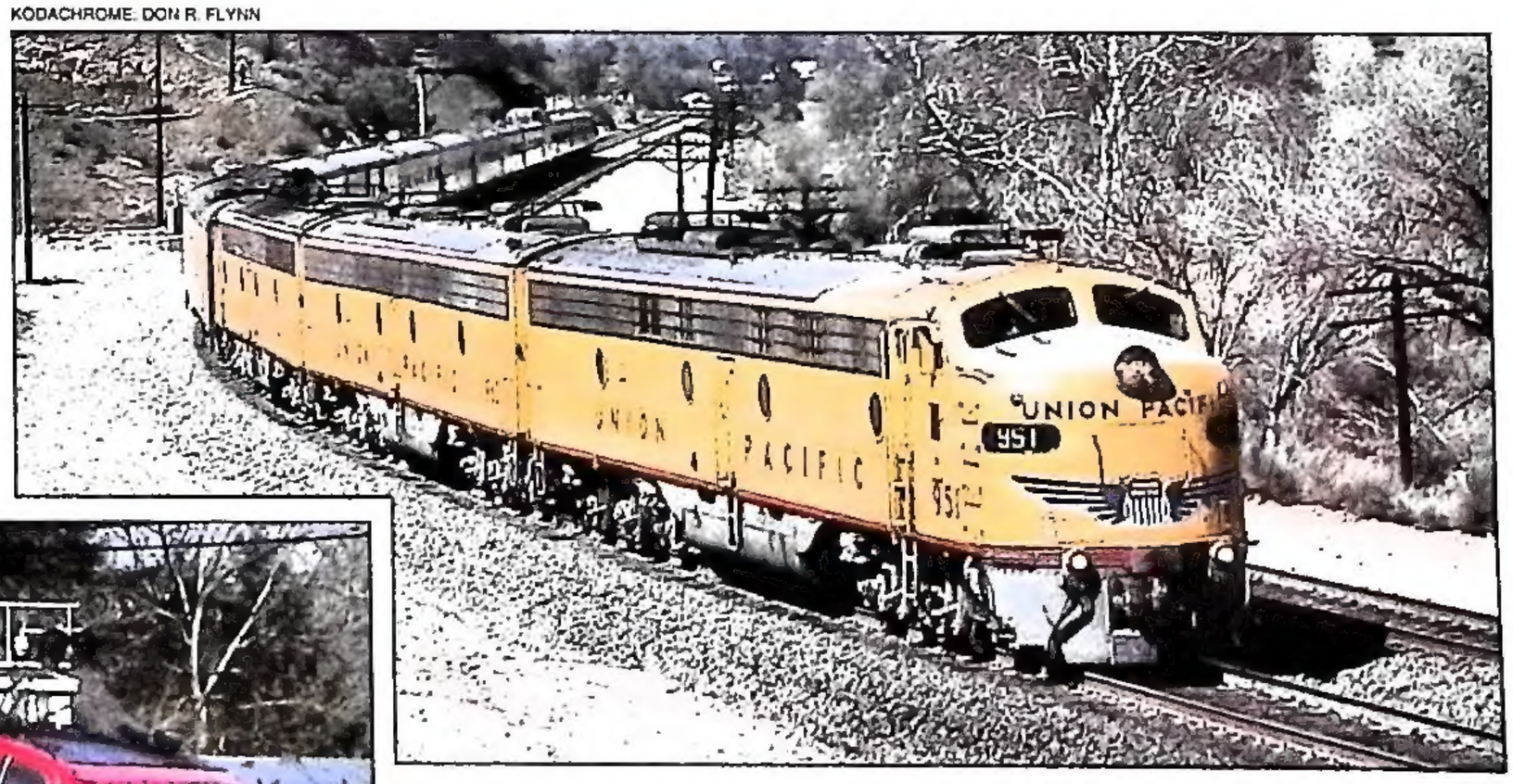
KODACHROME: TIMOTHY WAKEMAN

ROCK AND ROLL ON CONRAIL . . .

almost. On March 10, 1997, Conrail engineer Tim Addison and conductor John Meges held tight to their seat cushions as SECS-0 was placed into full service when they spotted this fallen 20-ton boulder **(above)** at Mile 50.5 on Conrail's River Line. The 63-car train came to a halt 15 feet from disaster and a bath in the Hudson River for the crew. The scene is Storm King Mountain near Cornwall-on-Hudson, New York.

KODACHROME: DON R. FLYNN



KODACHROME: BOB BAHRS

FACES MOTHERS AND EVERYONE ELSE COULD LOVE ran in an era before the advent of Genesis locomotives. Streamlined covered wagons proudly displayed their fine lines and attractive paint schemes, and now, decades after their heyday, new generations of railfans can still get a look at these bulldogs. Carrying on the tradition was Union Pacific E9 951 **(above)** leading an eastbound "Officer's Special" with 13 cars through Woodford near Tehachapi Loop on March 18, 1997, at 12:53 p.m. The purpose of the run was to allow UP's veep of operations, Al Shoner, and other operating department officers to inspect some of their new SP property. Meanwhile, in New Jersey, Lehigh Valley F7 578 was westbound **(left)** toward Morristown when it met an eastbound, led by Erie E8 835, in the hole at South Jefferson Road in Hanover on March 23, 1957. Actually, it is 1997, and both locomotives are owned by the United Railroad Historical Society of New Jersey. The F7 (ex-C&NW 420, nee-C&NW 4087C) was supplying HEP for an Easter Bunny trip between Whippany and Morristown on the Morristown & Erie Railroad, and the E8 (ex-PRR 5788A) is stored at this location.

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From the Publisher's desk: The Baby Streamliners

There have been mergers in the railroad business almost since the first tracks were laid. Spinoffs were to follow some years later. In 1940 the New York, Susquehanna & Western went on its own after forty years of Erie Railroad control and several years of bankruptcy court battling. Susquehanna Trustee Walter Kidde abandoned the money-losing Wilkes-Barre & Eastern branch and cut one third of Susie-Q's commuter runs. Steam power and coaches leased from the Erie were refurbished at the NYO&W shops in Middletown, N.Y.

Kidde then startled the railroad world by establishing a new hourly commuter service between Susquehanna Transfer near the Lincoln Tunnel into New York City and Paterson City, N.J., located on an old freight spur. Transfer buses took passengers from Susquehanna Transfer into midtown Manhattan. Handling the trains on this new operation were two cigar-shaped semi-diesel railcars manufactured by American Car & Foundry. The nearly eighty-foot-long cars were fast and were divided into two compartments. An engineer and conductor comprised the crew. Railfans riding the train always made a dash for the "railfan" seats at the front of the car giving them an unobstructed view of the track ahead.

The lightweight cars rode well on the Erie trackage between Susquehanna Transfer and Granton Junction, beyond that point, on Susquehanna tracks, the cars had a tendency to bounce.

The Missouri Pacific also purchased a similar ACF railcar, which was half coach and half baggage. In addition, four ACF cars were bought by the Illinois Central. The *Illini* ran between Chicago and Champaign, Ill., and the *Miss Lou,* between New Orleans and Jackson, Mississippi. The other two were a set serving Chicago and Waterloo, Iowa. Illinois Central's dissatisfaction with the cars resulted in their being returned to ACF by early 1943. The two single cars were rebuilt into a second two-car set, at which time grade crossing damage that had been earlier incurred by one unit was repaired. To supplement the 1940 order, the Susquehanna bought two two-car sets: 1003-1004 in 1943 and 1005-1006 in 1947. Several second hand gas-electrics were used when the ACF cars needed servicing.

The ACF double-car units rode more smoothly than the single unit cars. It is interesting to note that NYS&W 1005-1006 was of riveted construction rather than welded construction that the others displayed. Incidentally, Susquehanna's 1001, part of their original order, was destroyed by an engine fire and the remaining units were traded to Budd when the ACF cars were replaced with four RDC-1 cars.

A three-car train with much the same styling was built by ACF in the mid-1930s for the Gulf, Mobile & Northern (later GM&O). Operating as *The Rebel*, it operated between New Orleans and Jackson, Tennessee.

It is a shame that none of these units were preserved.

RAILFAN & RAILROAD

JULY 1997/VOL.16 NO.7

RAILROAD / founded 1906 / vol. 119 no.4

FEATURES

7 **Alaska Alumni**/motive power news
8 **The Ohio River Valley Floods**/Bradley McClelland
28 **Sorting out those Super Cabs - Part Two: GE**/Jim Boyd
38 **Nevada Northern Photographer's Weekend**/Brian Jennison
43 **Heritage of the Nevada Northern**/Bill Deen
46 **Land of the Enchanting Blades**/Charles Bohi and Les Kozma
62 **Gasoline Alley**/Jim Scancarelli

DEPARTMENTS

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
10 **Timetable**/events
13 **On the Menu**/The "New" *Newport Dinner Train*
20 **Camera Bag**/Digital is coming (Barry)
23 **Railnews**/news stories in detail
50 **Book Depot**/railroad books
52 **Railroadiana**/product news and reviews
53 **Railfun**/Curt Katz
54 **Railfanning is:**/humor
55 **Videos**/videotape reviews
55 **Advertising Index**/the railfan marketplace
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
60 **Museum & Tourist Line Directory**/recreational railroading
63 **Markers**/editorial commentary
64 **Railnews**/news in color
66 **Railnews**/news in color

COVER

Nevada Northern 2-8-0 No. 93 leads an ore train on November 11, 1996, at East Ely for the Photographers' Weekend. Brian Jennison explores the Nevada Northern Railway Museum on page 38. Kodachrome by Brian Jennison.

Seen on October 15, 1996, undergoing static testing and videotaping of exhaust emissions at varying r.p.m.'s was GE AC6000CW 6000 at Egbert, Wyoming. For the story of GE's Super Cabs, see Jim Boyd's feature beginning on page 28. Fuji Velvia by James Hickey

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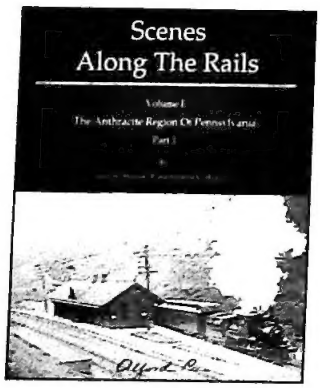

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Booking *Skeena*

I want to thank R&R for the beautiful job you did with my story on VIA's wonderful new *Skeena* (May 1997). Unfortunately, a few problems for U.S. citizens trying to make reservations for this train have cropped up since the story was written.

First, VIA no longer has a U.S. toll-free telephone number. It was discontinued due to high international toll rates, but VIA may reconsider the matter at some future date. In the meantime, they suggest U.S. travelers contact their travel agents and/or browse its webpage at www.viaraill.ca.

Also, I mis-attributed the special *Skeena* airfare between Vancouver and Prince Rupert to Air Canada instead of Canadian Airlines. Due to technical difficulties the Canadian Airlines computer did not display the QSKEENA airfare until April 17, 1997. Finally, apparently not all VIA agents are acquainted with the phone number to the Prince George, B.C., Bed & Breakfast Bureau. The number is 250/561-2337.

I wish to thank Sylvia Blishak at Accent on Travel for helping with this clarification. She is a VIA travel specialist at 541/885-7330.

TOM SAVIO
Los Angeles, Calif.

The race is over?

Regarding "The Race for 6000 Horsepower" in the May 1997 issue, the race was won in 1941 with a locomotive capable of 7,000 horsepower at 80 m.p.h. It was called the Big Boy. God bless the war effort!

MICHAEL EAGLESON
Glen Ridge, N.J.

More on Clinton Terminal

I would like to clarify and add a couple items to the Clinton Terminal Railroad item that appeared in the May 1997 RAILNEWS. Waccamaw Coast Line NW2 1040 now belongs to the stone sales yard mentioned in the article and is located in Rains, S.C., on the CSX Hamlet-to-Charleston line. It was to be traded through a locomotive broker for Pee Dee River Railroad CF7 2486, but that deal fell through after a Pee Dee River train had a collision with a garbage truck and destroyed a locomotive. We are evaluating several CF7s and NW2s for possible purchase.

We also still own former Union RR TR5 calf unit 703B, which will be shipped to Clinton shortly.

Clinton Terminal Railroad Co. owns and operates 3.5 miles from milepost 199 to end of track in downtown Clinton, North Carolina, milepost 202.5. CSX has trackage rights over our line from MP199 to MP200 for interchange and as a switching lead for Prestage Farms grain mill. We interchange at a new 25-car run-around siding near MP199 at a station called Moltonville.

We also own the original 1923 ACL brick depot in downtown Clinton which is used for our office, a restaurant and other businesses. It will also be the loading area for weekend passenger excursions in the future. We retained four restored passenger cars and a caboose from the WCL fleet, which are being moved to Clinton.

We are up to three customers from the one that was left when CSX abandoned the line, and two or three new ones are scheduled to come on line during 1997. In addition to the potential business we saw in Clinton, we wanted to be in a strong strategic position to acquire the balance of the branch to Warsaw in the future.

L. GRAY TUTTLE
President - General Manager
Clinton Terminal Railroad Co.
Clinton, N.C.

Sumpter's return

Larry Cantrall's "The Return of the Sumpter Valley" in the May 1997 issue was very informative. I would like to add a bit more information to his article concerning the two articulated locomotives built for the Uintah Railway. The two were built by Baldwin in 1928 and had 42,000 lbs. of tractive effort with a ratio of adhesion of 4.62. They were designed for and burned bituminous coal and were not converted from woodburners as the article states. All Uintah locomotives burned coal and were refueled at company-owned coal mines at Carbonera, Colorado. Locomotives would be spotted at the mine tipples for refueling.

The Uintah Railway ran 72 miles between Mack, Colorado, to Watson, Utah, plus several short mining branches. It had

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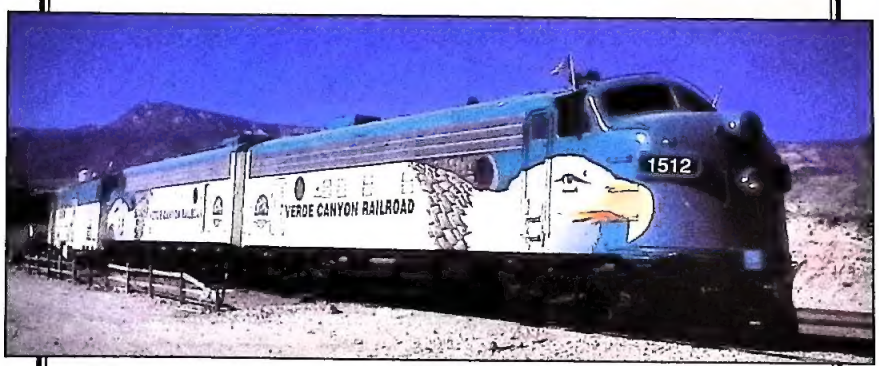
Alaska alumni

FORMER-ALASKA RAILROAD DIESELS are showing up in unexpected places. Retired GP40 3021 (delivered to the ARR as GP35 2503) was trucked to a new home on Chena Ridge in Fairbanks, where it will be a part of the railroad-themed Forget-Me-Not Lodge bed & breakfast. It will be joined by two passenger cars, a tank car and caboose, also from the ARR. The coaches and caboose have been converted to rooms for the B&B. The GP40, rebuilt from a GP35, was stripped of its engine and generator after repeated crankshaft problems following a wreck. Forget-Me-Not Lodge owners Mike Wilson and his wife purchased the unit for $3021.00 — an appropriate figure.

FP7A's 1510 and 1512 have found their way to the Verde Canyon Railroad in Arizona. The much-travelled units originally went to the Feather River Rail Society Museum in Portola, California, after leaving Alaska, then went on to the Wyoming-Colorado. They were put into service by the Verde Canyon on March 1, 1997. The Verde Canyon operates tourist passenger service over the Arizona Central. The formerly frozen pair was basking in the desert at Clarkdale, Arizona, on March 19, 1997 (**below**). See RAILNEWS.



TOP COLOR PRINT: SCOTT ALLEN / ABOVE FUJICHROME: NORMAN HOLMES

grades of 7½ percent and 66-degree curves over Baxter Pass. The railway's shops were located at Atchee. Mining of gilsonite was the main reason for building the Uintah, and it also served several coal mines. The ICC approved abandonment in 1938, but operations lasted until 1939 when service was finally suspended.

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The Ohio River Valley

MARCH 1, 1997, WAS MORE THAN just another cloudy Saturday. On this day it rained ten to twelve inches in the Ohio River Valley, turning smaller streams into torrential rivers. Rail operations would feel the effect for almost two weeks.

In Falmouth, Kentucky, eight feet of muddy water covered the rails on the CSX CC Sub. CSX lines running west, east and south of Cincinnati were drastically affected by the flood. Southbound CSX trains heading for the CC Sub (former-L&N main to Atlanta) were detouring on Norfolk Southern (former-Southern) from Sunday, March 2nd, to Friday, March 7th, when the CC Sub reopened.

On Saturday, March 1st, intermodel train Q-142 was stopped in Corbin, Kentucky. Instead of letting the Q-142 sit and wait for the water to drop, the train ran north to Winchester, Kentucky, turned back to the south and ran down the EK Sub to Hazard, Kentucky. It then passed through the Dean Connection up the C&O's Big Sandy line. Turning to the west at Ashland, Kentucky, Q-142 processed west on the C&O to Cincinnati. The L&N's short line LCL Sub was closed about 24 hours from Sunday, March 3rd, to Tuesday, March 5th.

The former-B&O St. Louis line was closed on Wednesday when the Ohio River covered the tracks at MP 3. The city of Cincinnati placed the flood gates on Tuesday, blocking the CSX's St. Louis Division and Central Railway of Indianapolis (former-Conrail). The flood gates were removed on Saturday, March 8th, opening both lines.

CSX kept the St. Joe switcher (J-786) working on the St. Louis Division, removing freight from sidings along the rising Ohio River. Most of the former-Conrail river-front track from CP OASIS to CP OKLAHOMA operated by the Central Railway of Indianapolis and Indiana & Ohio was under four feet of water. The city constructed a flood wall over the I&O's Oasis line on Cincinnati's east side.

The Ohio River crested Thursday, March 6, 1997, at 7:00 p.m. at 64½ feet. By the middle of the following week the mighty Ohio River was back inside its banks, ending the worst flood in 33 years. Just about a month after the Ohio had receded, the Mississippi, Red and Snake Rivers were flooding the upper Midwest. It looks like 1997 is going to be the year of the flood — BRADLEY MCCLELLAND.

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Flood of March 1997

A CROSSBUCK PROTECTING the Central Railway of Indianapolis and Mehring Way near downtown Cincinnati (**left**) was under three feet of water on March 7, 1997.

PHOTOGRAPHY: BRADLEY McCLELLAND

A FLOODGATE blocked the former-B&O St. Louis Division of CSX from March 4-7, 1997. CSX local J-786, the St. Joe switcher, was cut off by high water. It spent flood week pulling freight cars along the Ohio River away from the rising water west of Cincinnati (**opposite**). The Ringling Brothers circus train (**left**) was parked at the former-PRR Undercliff Yard on March 5th with Indiana & Ohio GP9 No.62 at the ready in case the train had to run for higher ground.

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RAILFAN EVENTS

BELLEFONTE, PENNSYLVANIA, May 31. Excursion on the Nittany & Bald Eagle covering all trackage between Mill Hall and Vail using RDC's. Trip departs Bellefonte 11:00. Quality photo stops included. Tickets $35, box lunch $6.50 additional from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission, unless otherwise noted, is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.

June 1, Spring Caboose Rides.
June 15, Fathers Day on the Trolley.
June 28-29, Fox River Trolleyfest, 11am-6pm.
August 24, Olde Time Commuter Day.
September 14, Fox River FolkFest (admission $.50 more).
October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

LINCOLN, NEW HAMPSHIRE, June 6-8. Hub Division NER/NMRA Spring Fling '97 2nd Annual Weekend Getaway featuring dinner in the dome dining car *Granite Eagle* on the Hobo Railroad. Dome seating $50, lower level $45 includes dinner and train fare. Information: Dick Towle, 29 Independence Drive, Foxboro, MA; 508/543-2146.

MANASSAS, VIRGINIA, June 7. 3rd Annual Manassas Railway Festival presented by the Washington *Post* in Historic Old Town Manassas. Exhibit cars from NS and Virgina Railway Express, Buckingham Line Bar Gang, model rail exhibits, country music by The Norfolk Southern Lawmen and excursions on VRE. Information from Manassas Railway Festival, c/o Historic Manassas, Inc., 9025 Center Street, Manassas, VA 20110; 703/361-6599.

DANBURY, CONNECTICUT, June 7. Hudson River Express to West Point and Cold Spring, N.Y. using NH-liveried FL9s via the Maybrook Line and Beacon branch. West Point option includes boat connection from Peekskill and motor coach tour. Train/cruise/West Point tour $59 adults, $50 children 3-15. Train to Cold Spring $29.50 adults, $25 children 3-15. Tickets from Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.

June 7, Nashville-Gordonsville, 120 miles, $15-$49.
September 6, Nashville-Watertown, 76 miles, $15-$49.
October 3-4, Cookeville-Buffalo Valley, 32 miles, $10-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations for these trips only.
October 11 and 18, Nashville-Watertown, 76 miles, $15-$49.
December 6, Nashville-Watertown, 76 miles, $15-$49.

HYANNIS, MASSACHUSETTS, June 7-8. Railfest '97 on Cape Cod Railroad featuring equipment displays, railroadiana show and photo and art contest. Weekend pass $25 adults, $15 kids. Contact Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

HOBOKEN, NEW JERSEY, June 7-8 and 13-14. C&O 4-8-4 614 will power a round trip each day from Hoboken to Port Jervis, N.Y. Multiple photo runbys, high speed running, cab ride raffle. Tickets $68 adults, $40 children under 13, under 3 free. Luxury seating $225. Tickets/information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200. Visa/MC accepted over the phone.

SOUTHERN PACIFIC 4449 will power three trips out of Portland, Oregon, over BNSF. For more information contact Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449. VISA/MC accepted.

June 7-8, Portland to Wishram, Wash., each day. Ticket prices start at $75 and include a barbeque meal.
June 14-15, Stampede Pass Excursion. Saturday's route is Portland-Yakima, Wash., via Pasco, overnight in Yakima. Sunday's route is Yakima-Portland via Stampede Pass and Auburn. Ticket prices started at $275. This trip is SOLD OUT, though tickets are available for Wishram trips.

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September 6 or 7, Marshall, Mich., Home Tour via Amtrak.
September 20-25, tour of New England toursit railroads.
November 8, Historic Pullman tour.

BLOWING ROCK, NORTH CAROLINA, June 13-15. Railroaders Weekend sponsored by the Tweetsie Railroad and ET&WNC RR Historical Society. Activities include shop tours, model exhibits, private train runs and night photo session. Weekend package $30. Information from Tweetsie Railroad, P.O. Box 388, Blowing Rock, NC 28605; 800/526-5740.

THE RAILROAD CLUB OF CHICAGO, P.O. Box 8292, Chicago, IL 60680 (847/251-2262) will sponsor the following events. Travel is on regular Metra trains.
June 21, photo trip from Chicago to Northbrook, $10.
June 22, trip to Fox River Trolley Museum using Metra from Chicago to Elgin, chartered limos to South Elgin. Fare $30 includes transportation and unlimited rides at the museum.

VIRGINIA MUSEUM OF TRANSPORTATION, 303 Norfolk Avenue, Roanoke, VA 24016 (540/342-5670) will hold the followng special events. Museum hours are Monday-Saturday 10am-5pm, Sunday 12pm-5pm.
June 21, grand opening of "The Rock That Moved the Nation," a permanent exhibit spotlighting the excavation and transportation of coal.
October 11-12, Roanoke Railway Festival celebrating "Virginia Railroads and the Civil War." Event features tours, civil war reenactors, Buckingham Lining Bar Gang, Western Virginia Railfair, more.

ST. CONSTANT, QUEBEC, June 21-22. Steam Weekend at the Canadian Railway Museum. Many steam locomotives will be brought outside the museum buildings for photography. Live steam models, 2-2-2 *John Molson* in operation, night photo session hosted by Mike Del Vecchio. Weekend pass incl. night photo $15, night photo only $10 (U.S. funds). Tickets from Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec, Canada, J5A 2G9; 514/638-1522.

WHIPPANY, NEW JERSEY, June 21-22. Railroad Festival '97, "A Swinging Sixties Weekend" at the Whippany Railway Museum. Vintage railroad locomotives on display from the United Railroad Historical Society of New Jersey, plus '60s cars, trucks and buses. Train rides hourly 12pm-5pm Saturday, 12pm-4pm Sunday; fare $7 adults, $4 kids under 12. Free admission to festival. Night photo session Saturday, tickets $15. Order train or night photo tickets from URHS, P.O. Box 711, Clark, NJ 07066; information 201/887-8177.

MADISON, SOUTH DAKOTA, June 21-22. Railroad Days at Prairie Village. Three steam locomotives and one diesel on display, train rides and other exhibits. Dinner train requires advance reservations. Information from Karen Becker, P.O. Box 256, Madison, SD 57042; 800/693-3644 or 605/256-3644.

CALGARY, ALBERTA, June 21-22. Heritage Park Railway Days will showcase the steam railway, operating streetcars and preserved equipment in a historic town context. Two matching USRA 0-6-0s in service on passenger, freight and mixed consists. For more information call 403/259-1900.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.
June 21-22, Chicago Transit Weekend.
July 3-6, Chicago, Aurora & Elgin Festival.
July 4, Annual Trolley Pageant.
July 19-20, Diesel Weekend.
August 3, 7th Annual Vintage Transport Extravaganza.
August 30-September 1, Railfan Weekend.
October 18-19 and 25-26, Harvest Days.

TENNESSEE PASS EXCURSION, June 21-23. UP 844 and E9s will power a trip from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass. **June 21,** Denver to Canon City via Joint Line to Pueblo. **June 22,** Canon City to Grand Junction over Tennessee Pass. **June 23,** Grand Junction to Salt Lake City via D&RGW/*California Zephyr* route. *This trip is sold out.*

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor.* Outbound trip behind Amtrak's *Cardinal* and *California Zephyr,* return via *Zephyr* and *Capitol Limited.* Fare is $1,949 per person. Information: Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13435 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592.

SALT LAKE CITY, UTAH, June 24-28. Convention of the National Railway Historical Society. Tentative schedule includes **June 24,** Heber Valley Railroad; **June 25,** choice of Nevada Northern or UP E9s to Lyndyll via Provo Sub; **June 26,** Golden Spike NHS and Ogden Station Museum; **June 27,** Salt Lake, Garfield & Western and banquet and **June 28,** UP 844 to Cache Junction. For more information contact Promontory Chapter NRHS, 1965 W. Lindsay Drive, Taylorsville, UT 84119.

HEBER CITY, UTAH, June 24. Night photo session on Heber Valley Railroad featuring 2-8-0 618 and NW2 1011 hosted by RAILFAN & RAILROAD. Fare $20 payable at the event, but advance reservations required. Also, night photo session with UP 844 and/or E9s on June 26 in Salt Lake City tentatively planned, free admission but reservations required. For reservations contact Steve Barry at 201/383-3355, 9am-5pm ET.

MILWAUKEE ROAD 261 will operate the following special moves over BNSF.
June 25, *ferry move* departs Minneapolis Jct., Minn., approx. 9am, arrive LaCrosse, Wisc., approx. 1pm.
June 26, *ferry move* departs LaCrosse approx. 8am, arrive Galesburg, Ill approx 4pm
June 28-29, on display in Galesburg, Ill., for Galesburg Railroad Days
June 30, *ferry move* departs Galesburg approx. 8am, arrive LaCrosse approx 4pm.
July 1, *ferry move* departs LaCrosse approx. 9am, arrive Minneapolis approx. 1pm.
July 3-6, Minnesota Heritage Festival public excursions, two roundtrips each day from downtown Minneapolis.
For information on the Minnesota Heritage Festival trips contact Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

NORTH CONWAY, NEW HAMPSHIRE, June 28. Excursion to Twin Mountain over Conway Scenic's ex-Maine Central Mountain Division through Crawford Notch. Trip departs North Conway 11:00 a.m. Tickets $42 coach, $57 first class, $8 lunch. Tickets/information from Mass Bay Railroad Enthusiasts, P.O. Box 475, Nuttings Lake, MA 01865-0475; 617/489-5277.

GALESBURG, ILLINOIS, June 28-29. 20th Annual Galesburg Railroad Days featuring exhibits and displays, train rides to BNSF yard, bus tour of dispatchers office, many family-related activities. Displays will include Milwaukee Road 4-8-4 261, Frisco 4-8-2 1522, the *Nebraska Zephyr* and BNSF's executive train with F-units. Most events free. Information from Galesburg Area CVB, P.O. Box 749, Dept. RF, Galesburg, IL 61402-0749; 309/343-1194 ext. 737.

CLINTON CORNERS, NEW YORK, June 28-September 14. Exhibit on "Hudson Valley Railroads: Woodburners to Diesels" at the Clinton Historical Exhibit Center, Routes 115 & 17 (1 mile east of Taconic Parkway). Photos, memorabilia, operating layout of Hopewell Jct. circa 1920. Admission free. Information: 914/266-5494.

BOSTON, MASSACHUSETTS, July 3-19. "California Bound" from Boston and Washington to Los Angeles and San Francisco via regular Amtrak service. Price to be announced, $150 deposit will hold space. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445).

CHESAPEAKE & OHIO 2716 has several outings planned for 1997. For ticket ordering information check the website of the Fort Wayne Railroad Historical Society on the internet at www.steamloco765.org.
July 4-6, short trips each day out of Kokomo, Ind., for the Haynes-Apperson Festival over the Winamac Southern.
July 19-20, appearance at Logansport, Ind., for the annual Iron Horse Festival with trips over TP&W.
July 26-27, trips out of Chatsworth, Ill., over the TP&W for the Chatsworth Historical Festival.
Please note that C&O 2716 is awaiting approval of an extension on flue time. If the extension is not approved, FWRHS is negotiating a lease of another steam locomotive.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7L 1829 or GP7L 1824. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.
July 5, to Chickamauga, "Pops in the Park" concert, $42, diesel.
July 26, to LaFayette, $49, diesel.
August 23, to Kensington, "TAG Steam Special," $49, 610.
September 27, to LaFayette, "Rails to Wings Special," $49, diesel.
October 4, to LaFayette, $59, 610 & 4501 double-headed.
October 11, 18, 19, 25, and 26,to Trion, $59, 4501.
November 1 and 8, to Trion, $59, 4501.

SOUTH CAROLINA RAILROAD MUSEUM, 230 Industrial Park Road, Winnsboro, SC 29180 (800/968-5909) will feature the following special events. Tickets $4.75 adults, $2.75 children under 11.
July 5, Red, White and Blue Caboose Day.
August 16, Motor/Gang Car Day.
November 29-30 and December 6, train ride with Santa.

SEASHORE TROLLEY MUSEUM, P.O. Box A, Log Cabin Road, Kennebunkport, ME 04046 (207/967-2712) will hold the following special events.
July 5, USA Trolley Parade.
August 23, Trolley Birthday Party featuring 100-year-old cars.
October 17-19 and 24-25, Ghost Trolley.

BELLEFONTAINE, OHIO, July 12-13. Excursion to Jefferson, Ohio, each day over former Big Four and DT&I trackage. Tickets $35 coach, $45 First Class Lounge, $60 Premier Class. Contact Christian Academy Schools, P.O. Box 808, Sidney, OH 45365; 937/492-2059. VISA/MC accepted.

WILMINGTON, DELAWARE, July 19. 6th Annual Rail to the Fair trip to the Delaware State Fair in Harrington using Amtrak equipment. Optional side trip to Laurel, Del. Trip may also be boarded at Philadelphia or several locations in Delaware. For a complete schedule and fare information contact Christie Hoffman or Doug Andrews, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412 or 3451.

DULUTH, MINNESOTA, July 20-23. Great Northern Railway Historical Society annual convention. For information contact GNRHS, 1781 Griffith, Berkley, MI 48072-1222.

UNION PACIFIC STEAM will operate in conjunction with Cheyenne Frontier Days. Scheduled power is 4-8-4 844 and

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Centennial 6936. Tentative plans include: **July 17,** *deadhead move* of equipment from Cheyenne to Denver; **July 19,** round trip from Denver to Cheyenne sponsored by Denver *Post* (call 303/296-4754 for ticket information); **July 20,** *deadhead move* of equipment from Denver to Cheyenne.

CINCINNATI, OHIO, August 9. Summerail 1997 at Cincinnati Union Terminal sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide shows, scheduled presenters include Mike Brestel, Al Clum, Willie Davis, Dale DeVene Jr., Dave Lichtenberg, Scott Lindsey, Garland McKee, Allen and Bradley McClelland, Randy Nelson, Mark Perri, Dave Patch, Bob Todten and Scott Withrow. See this month's MARKERS for program titles. Railroadiana sale and tour of CUT Tower A. Tickets $12 payable to Cincinnati Railroad Club and mail to Summerail 1997, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

MILBANK, SOUTH DAKOTA, August 9-10. 13th Annual Milbank Train Festival featuring 21-mile round trips on the Whetstone Valley Express, model train and railroadiana displays, more. Trip tickets $15 adults, $10 children, $21 dinner train. Information from Whetstone Valley Railroad Historical Society, P.O. Box 631, Milbank, SD 57252; 800/675-6656.

RINGOES, NEW JERSEY, August 15-17. 60th Birthday Celebration for Black River & Western 2-8-0 60. Tentative plans include mixed train and night photo session Friday with locomotive lettered Great Western, trip over entire BR&W on Saturday. More details to follow.

TOUR ALASKA BY RAIL WITH CARSTENS, September 4-19. Ride Amtrak's Talgo train, VIA, Alaska Railway, White Pass & Yukon and BC Rail steam with RAILFAN & RAILROAD publisher Hal Carstens. Tour cost $3560 per person (double occupancy) from Seattle. Reservation deposit $250. For reservations or information contact World Rail Travel Specialists, Inc., P.O. Box 732, East Moriches, NY 11940-0732; 516/878-2260 or 800/821-6233.

SKAGWAY, ALASKA, September 18-22. White Pass & Yukon Spectacular with charter steam and diesel, including passenger, freight and mixed consists to Lake Bennett and White Pass Summit with plenty of runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

HEBER CITY, UTAH, October 4. Fall Colors Spectacular on the Heber Valley Railroad with steam and diesel on passenger, freight and mixed train consists with photo runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

LAFAYETTE, INDIANA, October 10-12. Monon Railroad Historical-Technical Society's annual convention. Saturday bus tour of Michigan City branch, Sunday swap meet and self-guided layout tour. Tickets $35 for bus tour, $25 for Saturday evening banquet. Swap meet admission $3. Information from Tom Rankin, 313 East Wildwood Drive, Round Lake Beach, IL 60073-2042.

McCLOUD, CALIFORNIA, October 11-12 and 18-19. Steam and diesel excursion on the McCloud River Railroad. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

NORTH CONWAY, NEW HAMPSHIRE, October 18. 23rd Annual Railfan's Day on the Conway Scenic Railroad. Grand Trunk 0-6-0 7470, three F-units GE 44-tonner, Alco S-2 and EMD GP7 on freight, passenger and mixed trains. All-day trip through Crawford Notch and over recently opened trackage to Redstone, night photo session hosted by Les MacDonald. All-day passes $35 (does not include Crawford Notch), all-day "Notch" passes $50 coach or $60 first class. Information from Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947; 603/356-5251.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS, P.O. Box 1997, Portola, CA 96122 (800/359-4870 or 916/836-1745) is sponsoring the following foreign railfan tours. Call for details.

Ecuador, July 12-22. Baldwin steam and railcars.
South America, August 2-30. Ecuador, Peru, Bolivia and Chile with 34 charter trains; steam, diesel, electric and railcars.
Madagascar, October 18-27. Mixed railcars and diesel charters
India, December 6-20. Last of steam narrow gauge lines.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. Send a SSAE for details.

Indonesia, August 2-18 or 23, narrow gauge steam at work in mills, optional extension to Sumatra.
Myanmar, October 10-24, steam charters and festival of lights.
China, October 26-November 10, line side and industrial.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
July 12-13, Chantilly, Va., Capital Expo Center.
July 19-20, Monroeville, Penn., Pittsburgh ExpoMart.
July 26-27, Fitchburg, Mass., Royal Plaza Trade Center.

SAN ANTONIO, TEXAS, June 7. 7th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Admission $5, children $1, family $8. Information: Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400.

OMAHA, NEBRASKA, June 8. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Nathan Hale Middle School, 6143 Whitmore, 9am-3pm. Information: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410.

MUMFORD, NEW YORK, June 14-15. Transportation Expo featuring Greenburg's Great Train & Toy Show at Genessee Country Museum, 10am-5pm. Carriage Museum and Country Village will also be open. Admission $10, seniors $8.50, children 4-16 $6, under 3 free, fathers free on June 15. Phone 716/538-6822 for information.

DENVER, COLORADO, July 19-20. Mile High Railfair at the National Western Complex, I-70 & Humbolt, 9am-4pm. Admission $3 adults, $1 children under 12. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

SALT LAKE CITY, UTAH, June 27-28. Salt Lake Tracks '97 at the Hellenic Memorial Cultural Center, 279 South 300 West, Saturday 12pm-8pm, Sunday 10am-6pm. Railroadiana, steam tractors and live steam models on display. Admission $3, under 13 free. Information: Salt Lake Tracks '97, c/o Stan Jennings, 5412 Colter Drive, Kearns, UT 84118.

CHARLOTTE, NORTH CAROLINA, July 12. Southeastern Railroadiana Collectors 2nd Annual Railroad Collectibles & Model Train Show at Metrolina Expo Center, 7100 Statesville Road, 9am-4pm. Admission $4, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

LaCROSSE, WISCONSIN, July 19. Rail Fair '97 Model Railroad & Memorabilia Show & Sale at Copeland Park, 10am-4pm, sponsored by The 4000 Foundation, Ltd. Admission $2, under 12 free with adult. Also tours of steam locomotive, caboose and Grand Crossing Tower, BNSF locomotive display at LaCrosse Yard. Information: The 4000 Foundation, Ltd., P.O. Box 3411, LaCrosse, WI 54602-3411.

AUSTINTOWN, OHIO, July 20. 17th Annual Northeastern Ohio Railroad & Transportation Artifact Show & Sale at Austintown Fitch High School, 225 Idaho Street, Mahoning Avenue exit off I-11, Youngstown, 10am-4pm. Admission $4, under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

CHATSWORTH, ILLINOIS, July 26-27. Swap meet & railroadiana show at the American Legion Hall for Chatsworth Heritage Days sponsored by the TP&W Historical Society and Chatsworth Historical Society, Saturday 10am-6pm, Sunday 11am-4pm. Free admission. Information: William C. Faehse, 7016 Keeney Street, Niles, IL 60714; 847/967-7352.

HAMBURG, PENNSYLVANIA, July 27. 26th Annual Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3, under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

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RAILROAD AVENUE ENTERPRISES

ON THE MENU

by JAMES D. PORTERFIELD

The "New" *Newport Dinner Train*

HIDDEN IN LAST MONTH'S LIST of America's dinner trains was a newsworthy event whose brief line of type belied its significance. On June 7, 1997, one of the country's first-class dinner trains — defined as a top-quality restaurant which just happens to be set on a moving train — will resume operations with a new name, a new look, a new menu and new management. The *Newport Dinner Train,* a resurrection of the defunct *Rhode Island Star Clipper,* will depart from 19 America's Cup Avenue in Newport, Rhode Island, for the first of what are scheduled to be five luncheon, dinner and lobster bake runs each week.

The financially troubled and eventually bankrupt *Rhode Island Star Clipper* was recently purchased by a group headed by Robert J. Andrews, president of Connecticut-based Brannigan's Restaurant Group and the *North Cove Express* dinner train in Essex. Andrews, who entered into an agreement with the State of Rhode Island and the receivership of the former dinner train, will be joined in the new venture by Richard Hutton, president of the Narragansett Bay Railroad Company and an expert in the fields of transportation, transportation safety, track maintenance and repair and train operations, as well as the supervisor of operating rules for the Bay Colony Railroad and a member of the NORAC committee. "He's also a qualified train dispatcher and locomotive engineer," Andrews points out. The considerable expertise and experience Andrews and Hutton bring to the *Newport Dinner Train* undertaking shows in their plans for its future.

Brannigan's Restaurant Group has operated the Essex dinner train for eight years and has earned accolades in reviews appearing in the New York *Times,* the Hartford *Courant* and *Connecticut* magazine, on the Discovery Channel and elsewhere. In a recent conversation, Bob Andrews' enthusiasm for the new project was captured in his remark that, "we are excited to be bringing our restaurant and dinner train experience to the State of Rhode Island."

Meanwhile, Dick Hutton will oversee railroad operations. In a special agreement with the Rhode Island Department of Transportation, 12.5 miles of track will be upgraded to Class 1 standards. Andrews credits Hutton's work with being a key ingredient to the success of the *Newport Dinner Train.* "I am pleased to be associated with Dick Hutton as the man in charge of our train's operation," he says. "His strong qualifications will provide a high level of safety and comfort for the train's riders."

Both the train and its menu are undergoing major renovations. The trainset — a General Electric 65-ton center-cab pulling a former-U.S. Army kitchen car converted to head-

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

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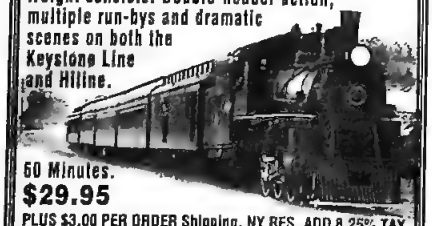

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Albany to Croton-Harmon, NY. 22A
Croton-Harmon to Grand Central Terminal, NY. 22B
Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfield, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA. 23D
North Station to Fitchburg, MA. 37
Rockport, MA to North Station. 38
Attleboro, MA to South Sta. & Lowell to North Station 39
Ipswich, MA to North Sta. & Stoughton to South Station 40
North Sta. to Haverhill, MA & Framingham to South Station ..41
Franklin , MA to South Station plus Highlights 36
Enola, PA to Shocks Mills Bridge 24A
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Pittsburg to Suterville, PA. 20-3
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Raritan to Newark, NJ. 12
Atlanta to Temple, GA. 30-1
Temple to Iron City, GA. 30-2
Iron City, GA to Pell City, AL 30-3
Pell City to Fairfield, AL. 30-4
Fairfield to Hull. 30-5
Hull to Meridian, MS. 30-6
Chicago Union Station to Aurora, IL. 72
Richmond to Alexandria, VA..(4 Parts) 48-1,2,3,4
Atlantic City to Atco, NJ. 53A
Atco, NJ to 30th Street Station, Philadelphia. 53B
Lindenwold, NJ to Philadelphia, PA. 77
Hoboken to Montclair, NJ. 67
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) 60
Hoboken, NJ to Suffern, NY..(Erie Main Line) 61
Hoboken, NJ to Spring Valley, NY. 62
Suffren to Campbell Hall, NY. 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Nelcong, NJ. 68
Wayne Junction (Phila.) to West Trenton, NJ. 74
30th Street Station, Philadelphia to Norristown, PA ...75
Elwyn to Wayne Junction, PA. 73
69th Street, Philadelphia to Norristown, PA 46
Media, Sharon Hill Line to 69th Street 50
Grontn, CT to Gardner, MA .(4 Parts). 81-1,2,3,4
Providence, RI to Worcester, MA. 82
Jamaica to Speonk, NY. 85
Babylon to Patchogue and Return 86
Port Jefferson to Huntington & Jamaica to Long Island City. . . 89
Long Beach to Los Angeles, CA. 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY. 103
Jamaica to Speonk..(Via Main Line). 104
Speonk to Montauk, NY. 105
Anchorage to Fairbanks, Alaska..(7 Parts).95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ..(Boonton Line). 94
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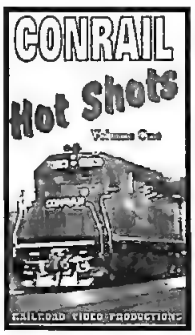
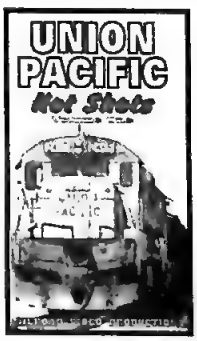


Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

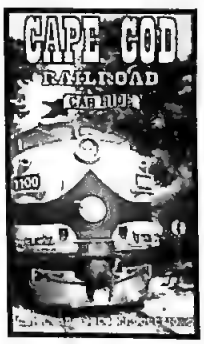
Tape No. HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.



Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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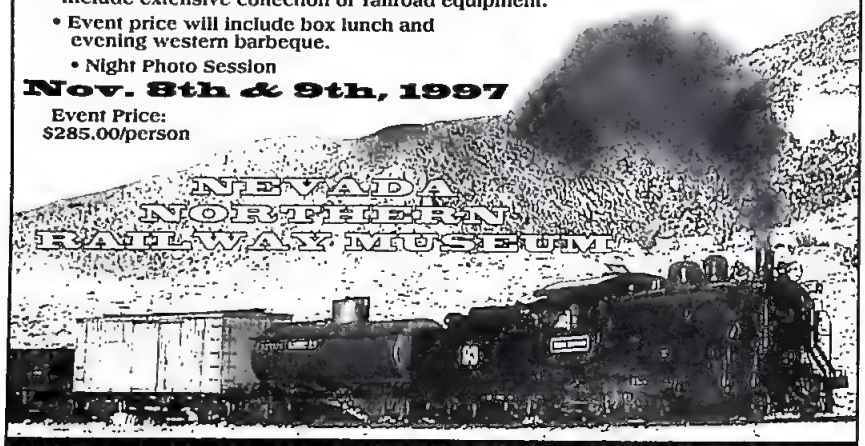

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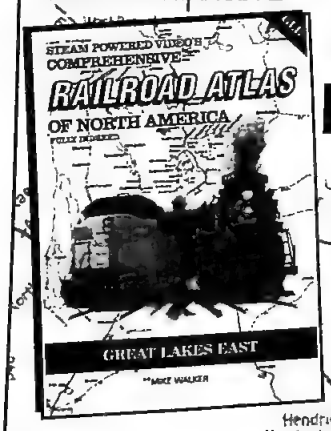

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end power, two former-Amtrak coaches converted to 72-seat dining cars and one former-Amtrak coach converted to a complete kitchen car — is undergoing a full restoration. "The dining cars are being beautifully backdated," Andrews says. Dick Hutton adds, "We are capturing what is known here as the Mansion Period — a mix of gilded age and early twentieth century decors that captures the theme of Newport's great mansions." Pale ivory-gray walls will be accented with either forest green or charcoal carpet, burgundy drapes, padded upholstered chairs and brass fittings. "The First Class car," Andrews said, "will feature distinctive linen, high-end china, crystal glasses and silver. Coach will feature high quality appointments as well."

Regarding the menu, Andrews and Hutton have one very ambitious goal: "We want to provide our patrons with one of the top five dining experiences of their lifetimes by offering outstanding food, service and ambiance. Chef Todd Andrews (Bob's son), educated at the University of New Hampshire's Hotel Restaurant Management and various culinary programs, has over 14 years experience with Brannigan's.

The train's specialty? Consider two clues. First, literature promoting the train touts it as "The Great Rib Train." And the toll-free reservation number is 800/398-RIBS (for those who hate acronymic telephone numbers, that's 800/398-7427; an alternative number is 401/841-8700). And what ribs they are. Brannigan's has won "Best Ribs in the State of Connecticut" awards four year running. "Our patrons consume 18,000 pounds of Danish ribs every three months," says Andrews. "Denmark's ribs are much more tender than domestic ribs. We smoke them in hickory for thirteen hours." A smoker is being installed in the kitchen car, with the happy result that the scent of smoking will waft through the train. Barbecuing is enhanced by the restaurant's own "secret" sauce.

"We will launch with two other entrees as well," says Andrews, "Sole Francaise and Chicken Vanderbilt." The latter, sautéed in white wine and butter sauce, will be accompanied by bread stuffing with seafood and sun-dried tomatoes, topped with a tomato-basil sauce. Another specialty will be Rib Chowder, a hearty blend rib meat that falls from the bone, and vegetables being concocted for the train. "We are not rotating our menu," says Andrews, "because we want to be known for our specialty — ribs — and our other dishes. That's why we're 'The Great Rib Train'." For dessert, Todd Andrews' own Strawberry Cheesecake, with whole strawberries, is recommended.

"We've also commissioned our own Chardonnay, a reserve bottled for us by the Newport Vineyard and Winery," says Andrews. All meals will be cooked on board.

The 26-mile round trip takes diners along the eastern shore of Narragansett Bay, past naval installations, coastal islands, over Mt. Hope Bridge to Sakonnet River Bridge and past numerous other sights. Boarding in Newport is at the depot, next to the Newport Convention and Visitor's Bureau/Gateway Center. Operations include Thursday and Friday luncheon trains, Friday and Saturday dinner trains and Sunday New England Lobster Bakes. Luncheon trains board at 12:30 p.m., depart at 1:00 p.m. and return at 3:00 p.m. Dinner trains board at 6:30 p.m., depart at 7:00 p.m. and return at 9:30

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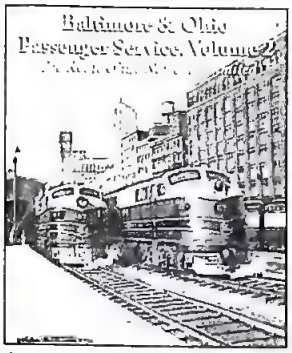

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p.m. The lobster bakes follow the luncheon train schedule. Selected dates have been set aside for either murder mystery trains (Saturdays) or trains entertained by a barbershop quartet (Fridays) throughout the year. Luncheons are $24.95, dinners $34.95 and the lobster bake $29.95, with the barbershop quartet run priced at $39.95 and the murder mystery run at $44.95. All prices include the train fare, dinner and entertainment (where applicable). Tax and a gratuity are additional.

Notes — seats 144; air conditioned; upscale-casual dress permitted; no children's menu; non-smoking throughout; cash bar; train is available for private charters, bus tours and business groups; gift shop; confirmed reservations required, same day possible if space permits; cancellation policy requires 48 hour minimum; MasterCard and Visa accepted.

The predecessor *Rhode Island Star Clipper* was once part of what may have been the nation's only "fleet" of dinner trains, each operated by a group named Trains Unlimited. Trains Unlimited's first train, the *Iowa Star Clipper,* laid claim to being the first year-around dinner train operation when it opened in May 1985. Trains Unlimited subsequently bought and operated the *Michigan Star Clipper* in Walled Lake, Michigan, and the *Rhode Island Star Clipper.* The latter two trains were sold to separate operators in 1991 but continued to operate under the *Star Clipper* banner. The *Rhode Island Star Clipper* ceased operations late in 1995. The *Michigan Star Clipper* and the *Iowa Star Clipper* have both continued uninterrupted as two of the nation's premier dinner trains.

The *Iowa Star Clipper* also made news recently when it was awarded a grant by the Iowa Department of Transportation to undertake historical preservation of the train and its right-of-way. The money provided will be invested in painting the trainset in the burgundy-fading-to-gray-fading-to-white scheme found on the train's brochure. In addition, the six and one-half miles of track the train operates on will be upgraded with general maintenance, including the installation of new ties and beautification — clearing brush back further and planting flowers. Look for the sprucing-up to be complete by spring 1998.

CAMERA BAG

by JIM BOYD

Digital is coming

GUEST COLUMNIST: STEVE BARRY

LIKE IT OR NOT, photography is about to undergo the biggest change it has had since the advent of the 35mm camera. We are on the threshold of the computer age in photography, which opens up a universe of new possibilities.

Digital cameras are just beginning to make their appearance on the consumer market. Like a conventional camera, you aim and shoot, and the image is captured. Unlike today's cameras, however, the image is not recorded on film but rather in the camera's memory. The current crop of digital cameras can hold about 100 images — almost three rolls of film! Once the camera's memory is full, you download the stored images into your home computer's memory or put it on a disk. Imagine being out in the field and snapping a photo with your digital camera. You can instantly see the image in the back of the camera, just as you can see video played back through the camera's viewfinder. For greater detail, you can run back to your car, plug the camera into your laptop computer and see the image. No more exposure anxiety. You' ll know right away if you blew the shot or not. Of course, as we'll see later, it may soon be impossible to "blow" shots. Pretty neat, eh?

So why hasn't digital already marched through the mass consumer market? Simply put, the images produced by a digital camera don't have the resolution — they aren't as sharp — as those produced by today's 35mm cameras. Each photo, whether produced on film or computer, is made up of microscopic pieces. On film these are grains of silver. You expose the silver to light, and its reaction is what produces the image. The equivalent of grains of silver in the digital world is "pixels." If each pixel was as small or smaller than a grain of silver, the digital image would be as sharp or sharper than film. The technology is already in place to make pixels as small as grains of silver. The problem comes in quickly storing and retrieving all those pixels. A picture with very small pixels currently pushes the limits of computer memory capability. With the seemingly daily advances in computer memory, however, it's only a matter of time before the memory problems are overcome. In limited applications, digital is already being used where resolution isn't of extreme importance. For instance, in the publishing field where halftones are used, the pixels only need to be as small as the halftone's dot pattern. During a recent dive show editor Boyd encountered the publisher of *Skin Dive* magazine, who was using a digital camera. The resolution of his high-end camera was good enough that the images were of reproduction quality.

Will digital photography completely replace film? It's hard to say, but those of you who are into recorded music have seen how compact discs quickly made the twelve-inch vinyl album a dinosaur. How many of you had home computers five years ago? Computer technology tends to work its way into the mass markets pretty quickly.

Digital images will be geared to viewing on computer monitors or televisions. It remains to be seen exactly how this will translate to situations where you need to show your photos to large groups of people. It may be hard to believe, but the advent of digital photography could spell the end to the railfan slide show. It's possible to shoot a digital image directly onto transparency film to make a slide, but cost has kept this

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in the realm of commercial applications. It remains to be seen if the demand for such a procedure will drive the cost down to where the typical photographer will be able to afford transferring an entire slide show's worth of images. Will we have to be content with slide shows of only vintage material? (Of course, in this context "vintage" material covers those SD90MAC's we'll be shooting in the years between now and when digital becomes firmly entrenched.) Even if film remains readily available, I would guess that most shooters are going to go digital because it will simply be much more convenient. The best technology goes to whatever most folks are using, so digital cameras will probably be continuously enhanced while film cameras will remain at whatever level they've hit when digital comes in. After all, you don't see anyone making breakthrough enhancements to record turntables (or Atari games, for that matter).

So we have these newfangled digital images in our computers. What can we do with them? Almost anything. Underexposed? No problem, just crank up the brightness. Annoying phone wires ruin the scene? You can remove them. The sky isn't blue enough? You can make it baby blue and add a puffy cloud for good measure. The Southern Pacific engine is too dirty? You can digitally clean it up. For that matter, you can renumber it or repaint it into Atlantic Coast Line colors. This is where we leave the realm of photography and enter the world of art.

Artists can add or enhance features to their scenes as they see fit. The digital artist can do much the same thing. The only difference is that the digital artist is not starting from a "blank canvas" but rather with an image captured out in the field.

This is where we may start to encroach into "photographic ethics," for lack of a better name. Railroad photography has been to a large extent simply documenting the rail scene. Roster and structure shots are the most basic, although even your typical grade crossing wedgie would qualify, as well. When you use a telephoto or wide angle you are somewhat manipulating reality, but it's still pretty much straight-ahead documentation.

Soon, though, we'll be able to change our photos, adding things that aren't there or removing things we don't like. We can remove telephone poles from roster shots, which may not seem like a bad thing. But what happens when you see a photo in a magazine of a broad sweeping vista and go to that spot only to find phone poles galore between you and the tracks? (Of course, if everybody has gone digital you can remove the phone poles from *your* picture as well.)

Is it cheating? Is it misrepresentation? The key here is to let folks know what it is. If it's a photo of exactly what was there at that time, that's okay. If you digitally enhanced the photo, that's okay, too, as long as you present it for what it is.

Quite honestly, we're just being to encounter digital photography (Boyd has used some images shot by a friend for his dive club newsletter with excellent results). As we learn enough about it to ask some intelligent questions, we'll try to stay on top of the changes and trends and let you know what's happening in this column. If you have any experience with digital photography, drop us a note, and we'll share it.

DRAGONS ON THE GREAT RAIL

by K. Murai

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NS/CSX TAKEOVER UPDATE CSX and Norfolk Southern Corporation announced on April 8, 1997, that they have reached an agreement on a division of the routes and assets of Conrail. The two companies said they will form a jointly owned entity to acquire all outstanding shares of Conrail for $155 in cash per share. Norfolk Southern will contribute $5.9 billion for its 58 percent share of the acquisition, and CSX will pitch in $4.3 billion for its 42 percent share. The totals include amounts previously spent by NS and CSX to acquire Conrail shares.

The companies also said they will file a joint application with the Surface Transportation Board in June 1997 seeking approval of the Conrail acquisition and division.

CSX's pending tender offer for the remaining shares of Conrail will be amended to include Norfolk Southern and will be extended to May 23, 1997. The shares purchased in the offer will be placed in a joint voting trust pending STB approval of the proposed transaction. As part of the agreement, CSX and NS will move to dismiss all pending litigation between the two companies.

Norfolk Southern and CSX said the plan will create balanced competition in the East, restore rail competition in regions now served only by Conrail and improve service to customers.

The result will be two strong competitors that will provide single-line service between the New York metropolitan area and Chicago, between New York and St. Louis and between the New York area and markets to the South and Southwest. Implementation of the plan is expected to bring new business and new jobs to the rail industry and the regions now served by both companies.

The companies said they are confident the plan will earn support from customers and the public and are hopeful that the Surface Transportation Board will consider the joint application on an expedited schedule.

Under the plan, Norfolk Southern and CSX will divide all of Conrail's principal routes, which form an "X" crossing in Ohio, with each railroad operating two of the four legs of the "X." Norfolk Southern will spend $5.9 billion to obtain about 58 percent of Conrail and CSX $4.4 billion for about 42 percent, based on the revenues generated by Conrail's lines and facilities in 1995. NS will receive a larger chunk of Conrail, as CSX already has a presence in the Northeast.

In arriving at the proposed division, the companies focused on producing the best fit with their existing systems and optimizing service to customers. To update last month's RAILNEWS report, CSX will operate the legs between Boston and Cleveland through Albany and Buffalo with connecting lines to Montreal, New York and New Jersey and between Cleveland and St. Louis (former New York Central main lines). In addition, CSX will operate Conrail's line connecting New York and Philadelphia (former Reading) and the line that connects Crestline, Ohio, and Chicago, a portion of which west of Ft. Wayne, Indiana, is mow owned by Norfolk Southern. CSX will also operate the line between Toledo and Columbus, Ohio.

Norfolk Southern will operate legs of the "X" between Chicago and Cleveland (former NYC main line) and the Conrail line between Cleveland and northern New Jersey via Pittsburgh and Harrisburg (mostly former Pennsylvania Railroad main line). In addition, NS will operate the Conrail line serving the metropolitan New York area between northern New Jersey and Buffalo through Binghamton, N.Y., (former Erie Railroad) and another line between Buffalo and Harrisburg (former Pennsylvania Railroad). NS will obtain most Conrail lines in Michigan, Maryland, Delaware and Pennsylvania as well as the routes between Toledo and Detroit, Columbus and Cincinnati and between Columbus and Charleston, West Virginia.

Norfolk Southern and CSX jointly will operate Conrail assets in major terminal areas such as Detroit and northern and southern New Jersey. The two companies have also planned to share access to certain lines in Philadelphia and Indianapolis and to the rail lines

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The joint STB application will address traffic flows, terminal operations and related matters; outline the capital investments each company plans to make in new connections and facilities and to increase capacity on critical routes (this area will be expensive since what has come to be known as Conrail's "passive service" led to lack of investment in physical plant, and detail operating savings and other public benefits resulting from the transaction. Norfolk Southern and CSX will jointly solve the few "2-to-1" points created by their division of Conrail.

After the split, NS' route miles will jump from 14,300 to about 21,000 while CSX will grow to 23,000 miles from 18,500.

NJ TRANSIT WRECK IN JERSEY MEADOWLANDS More than a year after a Hoboken-bound New Jersey commuter train ran through a red signal and into the path of an outbound commuter train in Secaucus, N.J., on February 9, 1996, the National Transportation Safety Board has ruled that the engineer of the train that ran the red board was unable to distinguish between different signal aspect colors.

John J. DeCurtis, 59, who was at the throttle and who was also one of the three people killed in the accident (the others being one of DeCurtis' passengers and the engineer of the other train), had been concealing a diabetic condition known as retinopathy that damages blood vessels in the retina and left him colorblind. The engineer had successfully hid his condition from railroad officials for more than ten years. DeCurtis even paid the full cost of laser eye surgery from his own pocket to avoid submitting an insurance claim that would have left an easily traceable paper trail. It has been speculated that one of the reasons why DeCurtis was so determined to protect his job was that it paid $70,000 per year. If his condition was to be discovered, he faced being reassigned to a $40,000 per year job — or retiring on disability at $25,000.

In addition to being color blind, DeCurtis had also lost a large portion of the vision in his left eye and was unable to see objects in that eye if he looked directly at them. He had also complained of smoke in his right eye and undergone laser surgery a little over a week before the wreck to lessen the effects of his loss of vision in that eye.

NJ Transit has reacted to the NTSB findings by testing all of its 250 engineers for color blindness, and all have reportedly met minimum standards.

AMTRAK ORDERS MORE LOCOMOTIVES In a continuing effort to modernize its locomotive fleet, Amtrak will purchase 30 diesel locomotives from Pennsylvania-based GE Transportation Systems (GETS) for approximately $75 million and 21 new units from EMD for $46 million.

The GE locomotives will be assigned to Amtrak's three strategic business units: Northeast Corridor, Amtrak Intercity and Amtrak West. The EMD's, which will resemble the round-nosed "California" F59PHI's, will go to the Amtrak West strategic business unit and will operate on the *San Diegans*, *Capitols*, *San Joaquins* and the Pacific Northwest Corridor. Both orders will be used to retire older F40 diesel locomotives, some of which are 20 years old.

Twenty-two of these replacement locomotives are P42's, a 4,250 horsepower version of the P40, the General Electric locomotives first purchased by Amtrak in 1990. The remaining eight GE units will be P32s, the 3,200 horsepower dual-mode locomotives used to replace older FL9's which are able to generate power for traction motors via a diesel engine-generator setup or by a contact shoe which draws electricity from a third rail, which allows them to run into New York's Grand Central Terminal and Penn Station.

Delivery of the new GE's is expected to begin in late summer of 1997, while the EMD F59PHI's are expected to begin arriving in the spring of 1998. The P42 shares the P40's technology and design features, including an aerodynamic body design (albeit not as attractive as the F40 styling), fuel economy, crew safety and comfort, ease of repair, and lowered noise and exhaust emissions.

The P42 locomotive has 40 percent more horsepower than the F40 locomotive, which means longer Amtrak trains will need fewer locomotives, thus reducing operating costs in the face of proposed massive cuts in subsidies by the federal government. The P42 is also 15 percent more fuel efficient than the locomotive that it will replace.

The P32 dual-mode locomotives are almost identical in appearance to the P42's. The P32 is designed for electric third-rail operation in New York's Penn Station. Today, Amtrak has ten P32s in service on the Empire Corridor between New York City, Albany and Buffalo.

The locomotive order is a continuation of the Genesis™ series of diesel passenger locomotives and represent the first new locomotives in more than 40 years designed and built in the United States specifically for higher speed passenger service. Amtrak's initial order for 54 Genesis locomotives from GETS was placed in 1990 and completed in 1995. Currently, 98 P42 locomotives are being delivered in an order placed in 1996.

The former backbone of the Amtrak diesel fleet, the F40, is an adaptation of a freight locomotive. The 112 aging F40s being replaced were state-of-the-art when purchased almost 20 years ago. Since then, advances in technology have been made with the assistance of Amtrak employees, including a new engineer's control area, advanced microcomputer controls, lower noise and exhaust emissions, an integrated fuel tank, greater fuel economy, longer range, and higher top speeds.

GRAND CANYON RAILWAY PROPOSES A LIGHT RAIL system to supplement its rail operations to the Grand Canyon National Park and to alleviate vehicular congestion. On a peak visitation day approximately 6,000 drivers contend for 2,400 parking spaces. Secretary of the Interior Bruce Babbitt has called for an end to this situation: the elimination of automobiles from the Grand Canyon's South Rim by the year 2000.

Grand Canyon Railway is responsible for proposing the light rail alternative and has been involved in addressing transportation issues in Grand Canyon National Park since 1988.

GCRy's proposed light rail transit system would form a loop in the park following existing transportation corridors. Beginning at a planned Tusayan gateway center, visitors would exit their cars and buses and board light rail vehicles. Once aboard, the system would transport passengers to the Mather Point Orientation Transportation Center and Maswik Transportation Center, returning to the initial point of origin in Tusayan. A second system of light rail vehicles would simultaneously run along the loop providing access to "local areas" such as Yavapai Lodge / Cafeteria / General Store, the Park Administration building, the historic Grand Canyon Depot and the campground area.

Development plans for a light rail system in Grand Canyon National Park include removing the existing parking lot at Mather Point and eliminating the need for any additional lots to be established near the canyon rim.

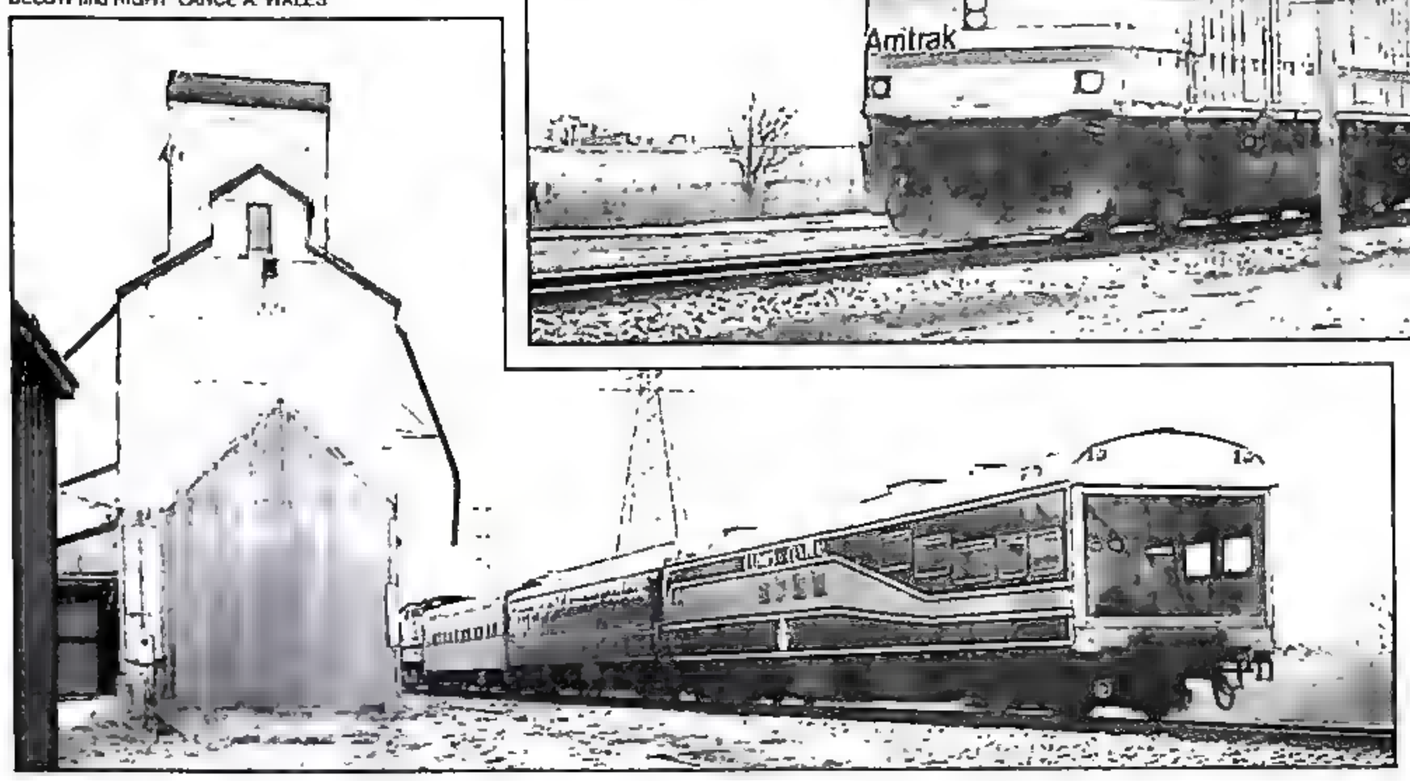
For more information on the Grand Canyon Railway call 1-800-THE TRAIN.

SISSETON MILBANK RAILROAD Another seasonal battle between Mother Nature and the Sisseton Milbank Railroad (SMRR), in which Mother was the victor, occurred during the third week of March 1997. An ice buildup on the track caused the derailment of both SMRR units two miles north of Corona, South Dakota, on the evening of Thursday, March 20, as they were southbound to Milbank with eleven carloads of corn and soybeans. Though both units went on the ground — the lead engine sliding into a ditch and the trailing unit coming to rest between the rails — none of the crew was injured, nor were any of the cars derailed. The locomotives seemed not to have suffered any major damage, with both being returned to the rails early on the next week. Fortunately, low track speed on the line minimized any major damage that might have resulted from the derailment — BEN KERR.

CUMBRES & TOLTEC SCENIC RAILROAD An important piece of railroad history is joining the C&TS at the Chama station in northern New Mexico.

The original roundhouse turntable from the Colorado & Southern Railroad maintenance yards in Denver is being relocated to Chama. The 50-ton, 100-foot-long turntable and overhead frame is

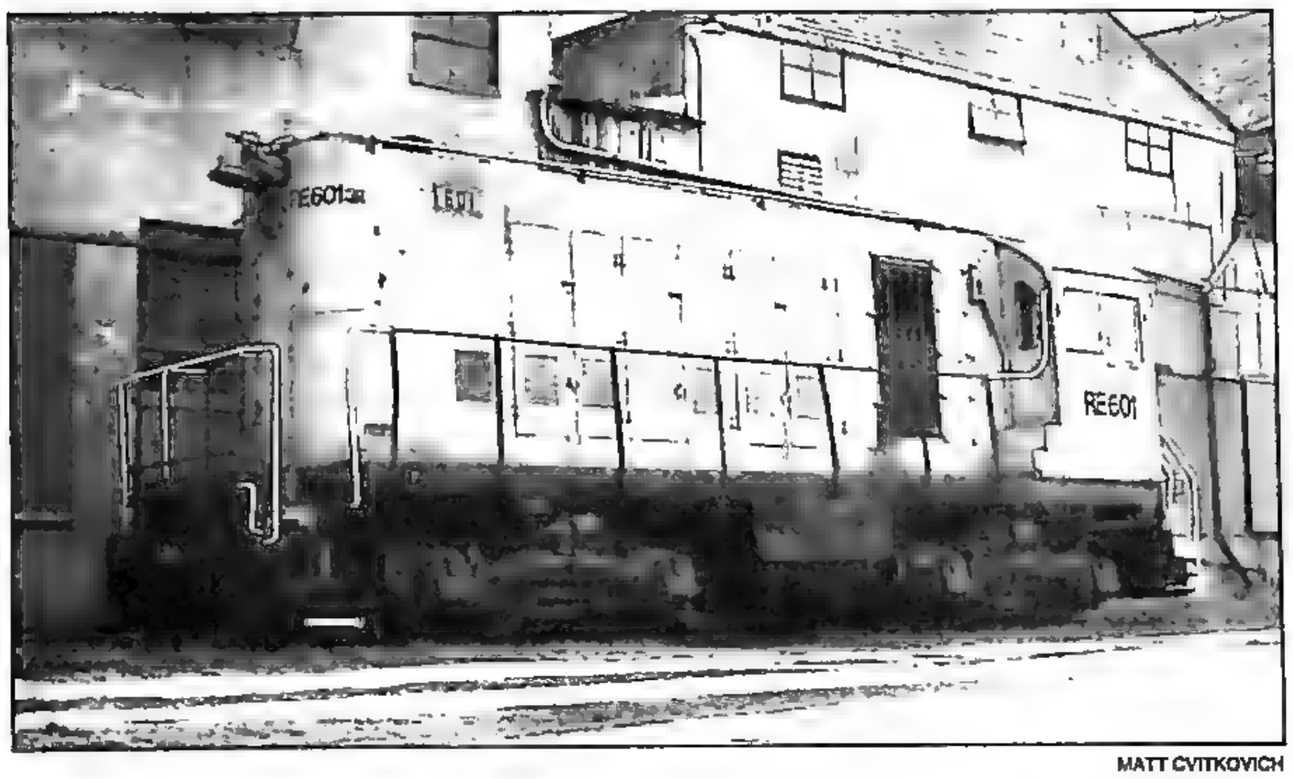
BELOW and RIGHT LANCE A. WALES



AN ILLINOIS CENTRAL IOWA DIVISION inspection train (**above**) was by Irene, Illinois, on Wednesday, March 12, 1997, at 8:58 a.m. with Amtrak F40PH 316 leading Heritage sleeper 2230, private car GEORGIA 300, and IC's "Theater Car." The train ran west from Chicago to Fort Dodge, Iowa, to study possible detour routes if the BNSF Omaha/Chicago route becomes blocked. There is also talk of Express Mail trains between Chicago and Omaha, and a separate Chicago/Omaha train on the UP's ex-C&NW main line.

A SEPTA SPECIAL FROM NEW YORK CITY ran to Philadelphia on Saturday, March 8, 1997, for those folks who wanted to attend the Flower Show, which is a Philly tradition. The train left NYC at 9:00 a.m. and arrived in the City of Brotherly Love a little after 11:00 a.m. Passengers were able to detrain at Market East Station, which is adjacent to the Pennsylvania Convention Center where the show was held. The train, seen at Princeton Junction (**right**), consisted of SEPTA AEM7 2307 and Bombardier push-pull equipment. It returned to New York City at 5:00 p.m.

FRANK POWELL



MATT CVITKOVICH

A VINTAGE ALCO HH600 continues to soldier on at Continental Grain Company's facility at Troy, Ohio. Interestingly, just as some other vintage "Alc's," this little gem (**left**) was built when Alco was still producing steam locomotives. Most HH's were scrap by 1970.

THE SHORT LINK REOPENED through Herington, Kansas, hosts a six-unit, 86-car Union Pacific freight (**below**) as it crosses the BNSF interlocking while en route from Kansas City, Kansas, to Wichita, Kansas, on Monday, March 17, 1997. This was also the first day the line reopened to traffic. The transfer track in the foreground leads off of the UP and onto the BNSF route that runs between Superior, Nebraska, and Neva, Kansas. See **page 26**.

LARRY L. BYERS

being disassembled and moved to make way for an expansion of the Litch Gardens Amusement Park which recently acquired the C&SRR property. The turntable is being donated to the New Mexico / Colorado scenic line by Elitch Gardens.

George Bartholomew, president of the C&TS, said that the acquisition is the key to making the narrow gauge Chama to Antonito, Colorado, tourist train into a complete "living history" railroad system.

"We are very fortunate to obtain this unit, as there are very few working turntables left in the U.S. Chama's original roundhouse and turntable were removed during the 1940s and '50s, but the foundations remain. We hope to rebuild the roundhouse and restore the turntable operation," he added.

Jack Campbell, chief mechanical officer for the C&TSRR, who engineered the donation of the turntable, pointed out the working advantages of the unit. "We now have six working steam engines and a vintage rotary snow plow to maintain and service, and we constantly have to move them in and out of our small maintenance building. A multiple-stall roundhouse will save us a lot of time and money. Also, railfans will get to see and photograph an original steam-era turntable in operation," he said.

A joint planning effort is now under way by the Colorado-New Mexico Railroad Commission, the 1,200 member Friends of the Cumbres & Toltec (a volunteer support group) and the management and staff of the C&TSRR, on how best to proceed with the restoration of the roundhouse and turntable at the Chama rail yards.

CONRAIL HALTS RAIL LINE CLUSTER SALES Conrail announced, on April 3, 1997, that it has decided to retain ownership and operation of freight service in six clusters of lines it had previously planned to sell to short line or regional railroads.

Conrail's original plan to offer the line clusters for sale was announced in January 1996. These plans have been changed as a result of the merger. Apparently, NS and CSX want first choice on the lines in question. What they don't retain will then be sold to short lines and regionals.

The line clusters in question are: Battle Creek-Jackson-Ypsilanti, Michigan, and associated branch lines; Boston area branch lines; the Buffalo, New York, to Keating, Pennsylvania, line and associated branch line; Danville, Illinois, to Terre Haute, Indiana, and associated branch lines; Montreal, Quebec, to Syracuse, N.Y., and associated branch lines, and the Niles-North Warren-Cortland-Brier Hill, Ohio, area branch lines.

In addition, negotiations with a prospective buyer over the sale of Conrail's branch lines in southern New Jersey have been suspended indefinitely.

VERDE CANYON's EAGLE F's A tourist line operating over the Arizona Central near Clarkdale, the Verde Canyon Railroad, has purchased two FP7s and painted them in an unusual scheme. The two, former-Alaska Railroad 1510 and 1512, retain their original numbers and come to Arizona after stints at the Feather River Rail Society Museum in Portola, California, and the Wyoming-Colorado. They now sport striking images of bald eagles along the flanks of the units, painted by wildlife artist Doug Allen (**page 7**), in honor of the birds that migrate to Verde Canyon each November for the winter. In addition to the paint, the units had their 567B prime movers upgraded.

RailAMERICA EXPANDS BY LEAPS AND BOUNDS as evidenced by our seemingly monthly reports of new short line and regional acquisitions by RA. This time, they have announced that its wholly-owned subsidiary, RailAmerica de Chile, S.A., has acquired a majority interest in the stock of *Empressa de Transporte Ferroviario S.A.* (*"Ferronor"*), a 1,400-mile railroad serving northern Chile. RailAmerica has joined in the purchase of *Ferronor* with *Andres Pirazzoli Y Cia, Ltda.* ("APCO"), a large, family-owned Chilean transportation and distribution company. The purchase price paid by RailAmerica/APCO for substantially all of the stock of *Ferronor* was approximately $12 million and was funded 55% by RailAmerica and 45% by APCO. The sale of *Ferronor* by *Corporacion de Fomento de la Produccion*, an agency of the Chilean government, is a continuation of Chile's privatization process.

Ferronor operates the only north-south railroad in northern Chile, extending from La Calera near Santiago, where it connects with Chile's southern railway, *Ferrocarril del Pacifico, S.A.*, to its northern terminus at Iquique, approximately 120 miles south of the Peruvian border. It also operates several east-west branch lines that link a number of iron, copper and limestone mines and production facilities with several Chilean Pacific port cities. *Ferronor* also serves Argentina and Bolivia through traffic interchanged with the *Central Belgrano* Railroad and the *Ferrocarriles Antofagasta Bolivia*.

RailAmerica now owns 13 railroads with operations totalling approximately 2,400 route miles.

IRON ORE WAS ON THE MOVE During the winter of 1997, CSX and Wisconsin Central teamed up to move iron ore from Minnesota to Pittsburgh area steel mills. This brought not only WC hoppers but also WC power (**page 27**), like SD45s, F45s and former Algoma Central SD40-2s, to the western Pennsylvania area. The ore moves are used by U.S. Steel to get iron ore to its Edgar Thompson Works in Pittsburgh from Minnesota when the Great Lakes are frozen. This has been the winter routine for the past four years, but this is the first year that Wisconsin Central power has run through — DAVID BAER.

THE SHORT LINK REOPENED On Monday, March 17, 1997, the Union Pacific Railroad sent its first revenue-producing train south from Herington, Kansas (**page 25**), since October 31, 1989.

The UP began utilizing the former Rock Island route through Herington because of track rehabilitation work on the old Kansas Pacific route in the vicinity of Salina, Kansas. In recent years, the UP had been routing Kansas City-Wichita trains via Salina, running over the BNSF between Lost Springs and Abilene. The acquisition of the Southern Pacific's Golden State route through Herington provided a new option for the U.P. The Kansas City - Wichita corridor via Herrington is expected to see an increase in coal train traffic within the next year or two as the UP attempts to reduce rail congestion in the Kansas City area. The projected increase in traffic has created many public concerns in Wichita — LARRY L. BYERS.

UNION PACIFIC TO MOVE HEADQUARTERS On Tuesday, April 22, 1997, Union Pacific Corporation announced that it will relocate the Union Pacific Railroad headquarters from its current location in Bethlehem, Pennsylvania, to Dallas, Texas.

Union Pacific has been headquartered in Bethlehem since 1988, when Chairman Drew Lewis moved it there from the traditional Harriman-era office in New York City. The continuing shift west will bring even more UP employees to Texas, which presently hosts 8,000 UP workers, the largest number in any state on the Overland Route's sprawling system. Those employees are currently receiving over $700,000,000 in payroll funds every year. The move is expected to be completed by September 1, 1997.

I&M RAIL LINK BEGINS OPERATIONS After a delay of the sale by the Surface Transportation Board to study the impact on United Transportation Union workers in the Ottumwa, Iowa, area, the Iowa/Illinois & Minnesota/Missouri Rail Link (I&MRL) (**page 27**) took over operation of more than 1,100 miles of ex-Milwaukee Road trackage in Minnesota, Iowa, Wisconsin, Missouri and Illinois on April 4, 1997.

The main routes are the 483-mile line between Chicago and Kansas City, Missouri; the 253-mile line from Mason City, Iowa, to Sheldon, Iowa; the 149-mile line from Mason City to Jackson, Minnesota, and the 160-mile line from La Cresent, Minnesota, to Sabula, Iowa, where the connection to the Chicago-Kansas City line is made just across the Mississippi River from Savanna, Illinois.

Sunday, April 6, 1997, saw the first I&MRL trains with MRL power into Kansas City. Canadian Pacific is selling four SW1200s and 29 GP9s to the new operation to compliment MRL's fleet of GP9s, SD9s, SD35s, SD40s, SD45s and F45s that are slated to go to the Corn Lines.

With the sale of the lines, a smoother flow of traffic from CP Rail in Canada over the I&MRL to the KCS at Kansas City for shipment south to Mexico seems to be the expected goal. Montana "Corn" Link is one more piece in the north-south puzzle.

KODACHROME: WALTER E. ZULLIG, JR.

THE REGIO SPRINTER CONTINUES its tour of the United States. The diesel-hydraulic light rail vehicle, built by Siemens of Germany, was seen on CSX's Hillsborough River drawbridge in Tampa, Florida, on March 1, 1997, opening day for the month-long demonstration and series of events called RailFest '97.

MONTANA "CORN" LINK SD40 223 and SD45 353 were at Bensenville Yard as a United 737 **(right)** was on final approach to O'Hare Airport. The Washington Corporation, owner of MRL, has begun operation of the CP/Soo ex-Milwaukee Road "Corn Lines" and Chicago-Kansas City and Savanna-Minneapolis lines.

FUJI VELVIA: JIM BOYD

THE BANGOR & AROOSTOOK'S NEW OWNER, Iron Road Railways, has revived the famous blue, white and red "State of Maine Products" paint scheme **(below right)** used on freight cars of the BAR and New Haven beginning in 1950. Modified to read "Products from New England," the three cars carrying the livery are part of a 15-car group of hatch-roof 50-foot boxcars assigned to bulk grain movement and feature a herald from each of Iron Road's five New England and Quebec component operations.

KODACHROME: IAN PLATT

QUEBEC SOUTHERN GP35s 508 and 501 **(below and right)** display interesting lettering: French on the fireman's side and English on the engineer's side. The 508 was at Riverdale, Ill., on February 14 and the 501 at London, Ont., on March 27. The QS is the newest Iron Road operation and is based in Farnham, Quebec.

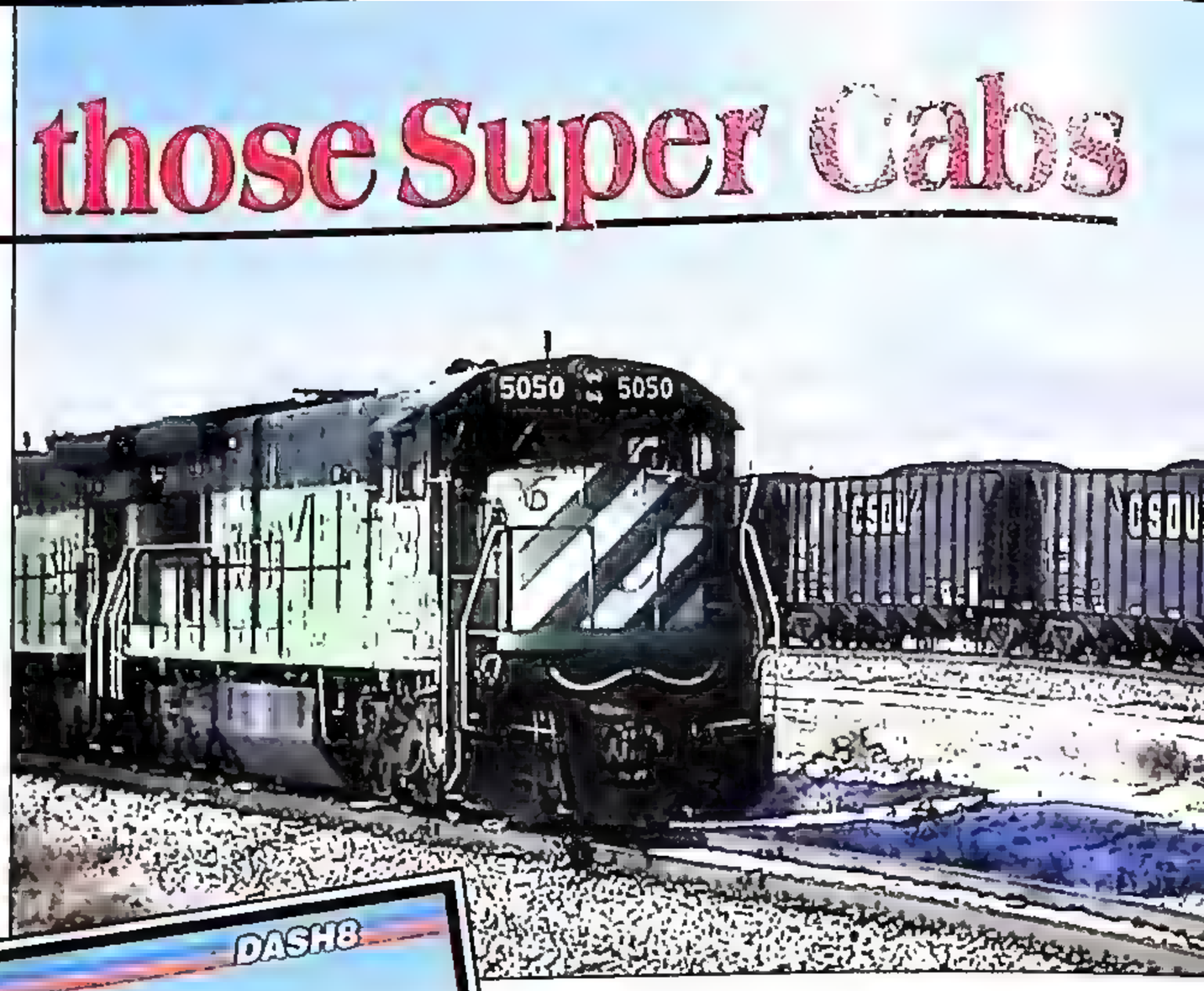
KODACHROME: JOHN T. EAGAN, JR

KODACHROME: GEORGE F. MELVIN

KODACHROME: DAVID BAER

IRON ORE WAS ON THE MOVE during the Great Lakes winter freeze-over in a joint CSX-Wisconsin Central venture from the Missabe Range to Pittsburgh's Edgar Thompson Works. Westbound CSX train K165 split the Baltimore & Ohio signals just west of New Castle Junction at Mahoningtown, Pa., on March 12, 1997, with WC SD45s 6603 and 6601 leading Algoma Central SD40-2 6002. Interestingly, this train was symboled K165 for both eastbound and westbound trips on CSX. See **page 26.**

Sorting out those Super Cabs



THE COMPUTER AGE officially arrived at Erie, Pennsylvania, on January 20, 1983, with the unveiling of B36-8 demonstrator 606 in a blue livery with white trim and red lettering. This first member of General Electric's "Dash-8" line employed three microprocessor computers to manage the locomotive's systems and performance to yield maximum efficiency and fuel economy. It was a time when fuel costs were skyrocketing, and railroads were willing to accept more complex locomotives in order to cut down on fuel consumption. The computer was tailor-made for the task, since it could monitor service demands in real time and employ only those onboard systems that were needed to do the job.

For instance, in "traditional" units, for mechanical simplicity, the air compressor was directly driven from the diesel engine's crankshaft at all times, even though it was actually "loading" only about 5% of the time. In the Dash-8s, a clutch was added to disengage the compressor when the computer determined that it was not needed, resulting in noticeably reduced "parasite" drag on the engine. Electrically driven radiator and traction motor cooling fans similarly replaced the direct-driven mechanical systems.

Many railfan diesel experts excitedly declared these "revolutionary" changes as the beginning of the "Third Generation" of diesel electric locomotive development. They were a bit premature. Except for the computer, none of these concepts were really new, they were just moved up in economic priority. The computer was just the last evolutionary step in electrical systems control, putting the long-accepted control "modules" into one master package made up of three microprocessors.

The true Third Generation — alternating current traction — was just around the corner, and the computer would make it possible. The GE Dash-8 and EMD 60-series of the same era were actually the last round of dieseldom's Second Generation which had been created in 1959 with EMD's turbocharged SD24 and GP20 and GE's truly revolutionary U25B with its pressurized carbody.

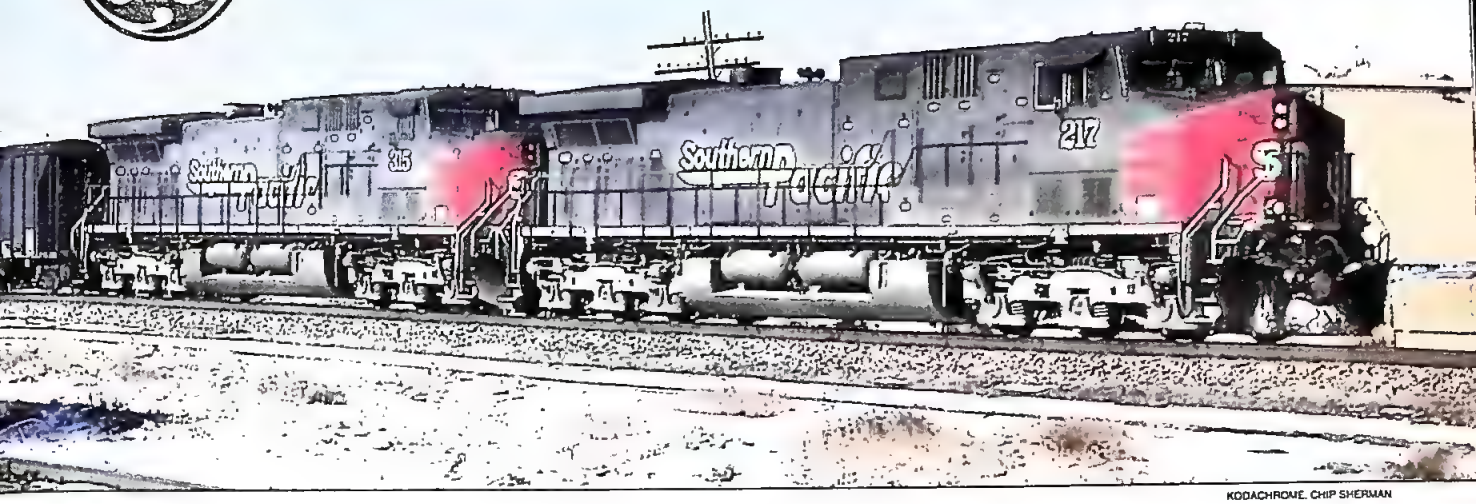
New look and new name

With the Dash-8 demonstrators (B36-8 606 and C36-8 607) GE abandoned its smoothly rounded carbody and cab contours for a utilitarian and boxy design that could be more economically manufactured by the robotic machinery in its recently restructured production line at the Erie, Pa., factory. The chunky nose and shallowly curved low cab roof gave the first Dash-8s a distinctive and not altogether handsome appearance. Squared-off boxes and bulges began to appear on the carbody as the internal machinery exceeded the traditional confines of the long hood.

PHOTOGRAPHY, JIM BOYD, EXCEPT AS NOTED

Part Two: General Electric

by Jim Boyd



KODACHROME, CHIP SHERMAN

In early 1984 GE began rolling out several Dash-8 demonstrators that were painted for their specific test-bed railroads: BN B32-8s 5497-5499 and Conrail C32-8s 6610-6619 (with 12-cylinder engines) and Santa Fe B39-8s 7400-7402 and Norfolk Southern C39-8s 8550 and 8551 (with 16-cylinder engines). Ironically, Conrail actually retrogressed in GE carbody styles by taking delivery of two dozen C36-7s in the "traditional" GE carbody in June 1985 after it had fielded the new low-roof carbody on the C32-8s in September 1984! Production of the Dash-7 line ended in 1985, although Dash-8 deliveries had already begun with a dozen C39-8s for Norfolk Southern in late 1984.

The Dash-8 line was still evolving in early 1987 when GE produced some "Enhanced" B39-8E's for its LMX lease fleet for BN service (LMX 8500-8599) and Southern Pacific (8000-8039) and C39-8E's for NS (8664-8668). These all wore GE's new squared-off cab roof instead of the shallow curve, which substantially improved their appearance.

The Dash-8 line came of age in November 1987 with the creation of the Dash 8-40C — even the name was officially changed from the logical "C40-8" to GE's new standard "Dash 8-40C." (This would cause confusion from that time on, as many roads, such as Conrail and UP, would continue to identify them as "C40-8" units; contributing to this was the fact that some computer read-outs ran out of space to spell out "DASH 8-40C.)

Union Pacific 9100 was the first Dash 8-40C and the first of 256 such units for the western giant. GE produced a couple of demonstrators (GE 9185 and GECX 8002) in 1988 and went on in 1989 to sell 25 to Conrail (6025-6049), the first of 147 to CSX (7500-7593 in the solid gray "stealth" livery and later 7594-7646 in the new yellow, blue and gray) and entice the Chicago & North Western (which hadn't bought a GE since seven U30C's in 1968) into what would become a total of 77 units (8501-8577). In December 1990 Norfolk Southern picked up the first of 75 short-hood-forward Dash 8-40C's (the two C39-8 demonstrators had been short hood forward, but the production C39-8 and C39-8E's were long hood forward).

GENERAL ELECTRIC six-motor units of two eras (**top**) were at Arvada, Colorado, as the Third Beer Turn from Coors with BN C30-7 5050 paused alongside UP/SP/D&RGW train EYNNC-16 with a pair of SP AC4400CW's on January 17, 1997 — with both crews dead on the law. Prototype B36-8 606 (**opposite inset**) graced the cover of a 1984 GE promotional brochure. Norfolk Southern 8550 (**below**), shown at Binghamton, N.Y., in October 1990 with NYS&W's ex-Rahway Valley GE 70-tonner 17, was one of two C39-8 demonstrators painted for their participating railroad. Conrail C39-8s 6020 and 6010, shown on a coal train at Portland, Pa., in October 1986 (**opposite bottom**), were nearly identical to the ten unique C32-8 demonstrators 6610-6619 (**page 64**) with the shallow-curved cab roof.

The last three units of the C&NW's final order of Dash 8-40C's (8575-8577) were delivered in July 1991 with their engines uprated to 4165 h.p. The North Western was satisfied with these ersatz "Dash 8-42C's" and reset the racks on the rest of the 8543-8574 order to match.

Super cabs and super sales

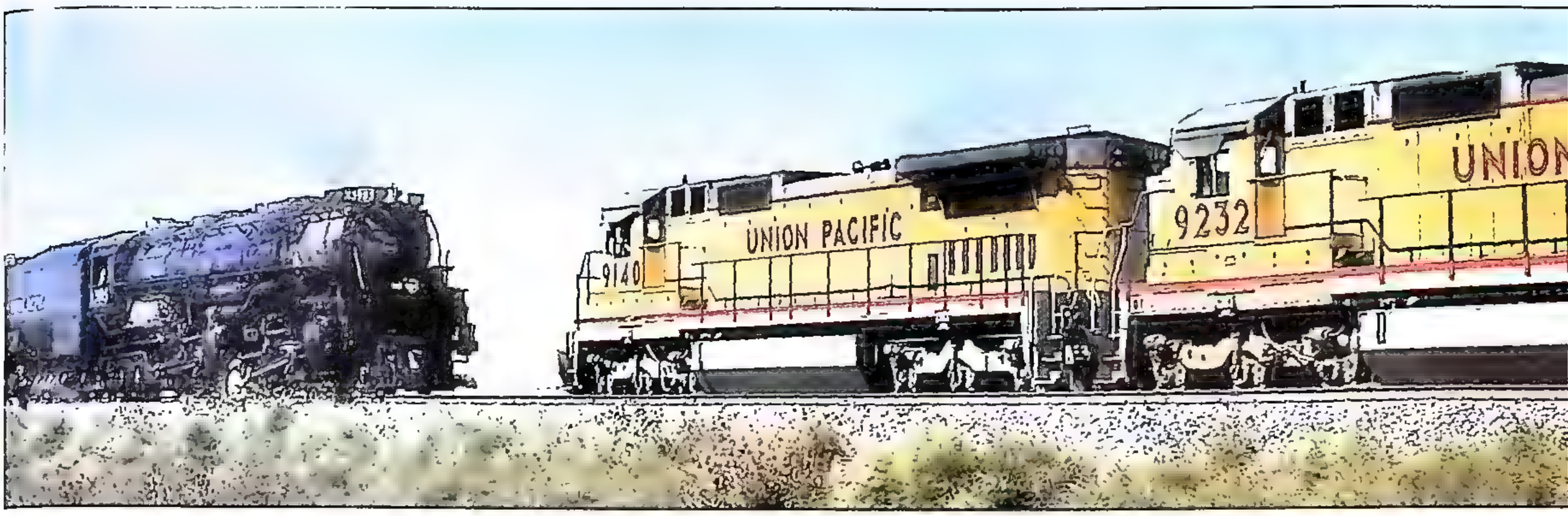
General Electric was no stranger to wide-nose units, having built the almost-noseless U50 in 1963 and similar U50C in 1969. Both of these were twin-engine units packing 5000 horsepower, with the U50 using two 16-cylinder FDL's and eight traction motors in four four-wheel trucks paired on span bolsters and the U50C equalling the output with two 12-cylinder FDL's and two six-wheel trucks. The very stubby noses were unique to these units and can't really be categorized with the modern "super cab" design. But like EMD's DD35 and DDA40X, they gave GE practical experience with high horsepower in a single unit, and the U50C was the first 5000-h.p. six-motor.

The precursor to the super cab was the Canadian Comfort Cab, developed by the Canadian National in 1973 and applied to both Montreal/Alco units and those built by General Motors at London, Ontario. In 1974 the little Providence & Worcester in New England became the first U.S. railroad to purchase units with the Canadian Comfort Cab: five Montreal M420R's (2000-2005).

With cabooses being replaced by End-Of-Train devices and the conductor being displaced to the locomotive, by the late 1980s it was becoming evident that the Canadian Comfort Cab in its "North American Safety Cab" version was going to be the wave of the future. GE had actually been the first on the scene with a production "crew quarters cab" unit with its BQ23-7 of late 1978, but the ten flat-faced Family Lines units (SCL 5130-5139) were the only ones of their kind ever built. Ten years later, in October 1988, GE tried it again by placing the basic Canadian cab on its B36-8 demonstrator 606, renumbering it 809 and designating the previously upgraded unit as a "B40-8(W)." This one-of-a-kind unit had a three-piece windshield and a three-sided angled nose. Based on the Canadian design, it wasn't very different in appearance from EMD's first safety cab that rolled out on Union Pacific SD60M 6085 in January 1989.

Eleven months later, in December 1989, GE's first production super cab

THE FIRST "SUPER CAB" units purchased by a U.S. railroad were two Montreal M420s for the Providence & Worcester in 1974 with the standard Canadian Comfort Cab; the brand new 2001 (**below**) was working at Valley Falls, Mass., in July 1974. An argument could be made that GE's 5000-h.p. twin-engine U50 and U50C were also "super cab" units with very short noses; UP U50C's 5007 and 5025 (**above**) were at Council Bluffs, Iowa, in October 1971.



made its debut on another Union Pacific unit, Dash 8-40CW 9356. Strikingly different in appearance from the EMD cab, the new GE design had a two-piece windshield and an interestingly angled nose for improved visibility of a crew member on the front steps and catwalks. General Electric now had its locomotive for the 1990s.

With aggressive sales and creative financing and leasing arrangements, GE was outselling Electro-Motive for the first time in its history, thanks largely to the strength of the Dash-8 models.

The UP would total 200 Dash 8-40CW's, while Conrail came aboard for 216 (plus 60 LMS lease fleet units) and CSX joined in for 268. The crown jewel of the fleet, however, was the Santa Fe, which opted for 127 Dash 8-40CW's (800-926) in its dazzling warbonnet colors.

In August 1993 GE tweaked its FDL-16 engine to 4135 horsepower and offered the resulting "Dash 8-41CW." The UP bought 79 units (9406-9480) and the Santa Fe got 25 (927-951), though the Santa Fe officially designated them as "Dash 8-40C's" along with the rest of its 800 Class. That same month, CSX got the final version of a Dash-8 locomotive, three "Dash 8-44CW's" (9000-9002) rated at 4380 h.p. These were essentially "pre-production Dash-9s."

The Canadian cowls

Back in the 1960s, when its U25B was creating a major ruckus in the U.S. locomotive market, General Electric was still supplying generators and traction motors to Alco and its Canadian subsidiary, the Montreal Locomotive Works. After some corporate shuffling, MLW took over production and support of Alco designs when Alco bowed out of the locomotive business in 1969. Montreal continued to build locomotives for the Canadian railroads, and GE opted to not compete directly in that market. But MLW quit the locomotive business

THE DASH 8-40C was a very successful unit for GE. The squat C39-8 cab was replaced with a more conventional design, as shown on Conrail 6046 (**opposite top**), eastbound on the old PRR Middle Division near Denholm, Pa., on October 6, 1990, and Union Pacific 9140 and 9232 (**above**), meeting 4-6-6-4 3985 east of Lodgepole, Nebraska, in September 1990. The Dash 8-40CW introduced the Super Cab to the GE line in 1089. Conrail 6222 and LMS lease fleet 704, both Dash 8-40C's, were westbound at South Fork, Pa., on October 17, 1994.

KODACHROME: PRESTON COOK

in 1982, leaving the entirety of Canada to General Motors.

With massive fleets of rapidly aging MLW/Alco six-motor units ripe for replacement — and smarting from problems with GM's SD50F cowl units (remember, the SD50 was the "one step too far" for the 645 engine) — Canadian National turned to General Electric for its next round of locomotives.

Enamored with the foul-weather effectiveness of the full-width cowl carbody enhanced with the rearward visibility afforded by the "Draper Taper" rear cab windows (of CN design), CN wanted a Dash 8-40C in a cowl carbody with a specific array of Canadian-built components, such as short wheelbase Dofasco trucks. Thus, in 1990 GE delivered its first road units to Canada: CN Dash 8-40CM's 2400-2429. These units had the standard Canadian Comfort Cab with the four-piece windshield and the rear Draper Taper windows. Within a few months, BC Rail followed with an order for 22 similar units (BCR 4601-4622) and followed that up in 1993 with an order for four more (4623-4626). In heavy tonnage service, the BCR Dash-8s are geared for 65 m.p.h. and are equipped with Universal Locotrol II for remote mid-train helper service.

The CN also returned to GE for a second order of Dash 8-40CM's, 25 units in 1993 (CN 2430-2454). But Canada wasn't done with GE quite yet. The Quebec, North Shore & Labrador signed up for three Dash 8-40CM's of the CN/BCR design. The 401-403 were built at Erie, as were the other Canadian units, but they had to be transported by ship to the land-locked QNS&L railhead on the St. Lawrence River at Sept-Iles, Quebec, where they were immediately put to work on 28,000-ton ore trains.

By 1994, the GE Dash-8 series of six-motor d.c. units had outsold the EMD 60-series six-motors by 1542 to 1106. Electro-Motive was not accustomed to second place. General Electric had come a long way since the U25B.

KODACHROME: STEVE BARRY

THE FIRST DASH 9-40CW's went to the Chicago & North Western in 1995 and were decked out in a new "lightning stripe" livery, as shown on 8727 near Black Thunder Junction, Wyo., on September 12, 1994. The C&NW got 130 Dash 9-40CW's and 60 AC4400CW's.

The Dash-9s

The Dash-8 was a constantly evolving product, incorporating internal changes as they came available, particularly in computer-controlled areas. For instance, many of the later Dash-8s featured the Integrated Function Computer (IFC) and Electronic Fuel Injection (EFI), which were offered as options. The output from the 16-cylinder FDL engine began the series at 3600 horsepower in the 1983 demonstrators and had climbed step-by-step to 4380 by late 1993.

In June 1993 GE had taken the wraps off of its new "Dash-9" series, which would make standard many of the Dash-8 options and add a few new ones of its own. The horsepower ratings offered in the Dash-9s were 4000, 4140 and 4400 with d.c. traction motors. To better apply that power to the rails, GE introduced its High Tractive Effort option with a new HiAd™ three-axle truck. The truck, with bolsterless suspension, utilizes a 42-inch wheel for a larger "footprint" on the rail compared to the standard 40-inch wheel. The appearance of the bell-shaped journal brackets quickly resulted in the trucks being nicknamed "rollerblades" after the popular inline skates. The 65-m.p.h. 90:19 gear ratio in the new 42-inch wheel truck permitted a continuous Tractive Effort of 118,000 pounds, compared to the 70-

JEFF ROBERTSON

TWO DIFFERENT WARBONNET Super Cabs, Dash 8-40CW 824 and Dash 9-44CW 647 (**above left**) posed side-by-side at Barstow, Cal., in May 1996 with an SD45 and F45; note the differences in the GE trucks. Both Canadian National and BC Rail bought cowl carbody Dash 8-40CM's with the CN-developed "Draper taper" rear cab windows. Canadian National 2425 (**above**) was at Kamloops, B.C., on March 29. 1995. Handsome BC Rail 4623 (**below**) and SD40-2 764 had a hopper train at Milepost 171 between Gibbs and Glen Fraser on October 10, 1995.

DAVID J. MERIDEW

m.p.h. 83:20 gearing on the 40-inch wheel conventional truck at 109,000 pounds.

The first Dash-9 unit was Chicago & North Western Dash 9-44CW 8601, which was given a dip-black livery in June 1993 and used as a test unit at the AAR Pueblo test center before returning to Erie for preparation for delivery. The traditional C&NW paint scheme, which used the cab edges to separate the colors, didn't really fit the super cab carbody, so a new "lightning stripe" dress was designed by one of the railroad's motive power officials. It was the first of 130 such units, and the first super cab for the North Western.

The Dash 9-44CW was an immediately popular model, with 40 going to the UP (9700-9739), 100 to the Santa Fe (600-699) and 101 to the Southern Pacific (8100-8200) in 1994 — along with 29 for Hammersley Iron in Australia! Canadian National came aboard for 63 hood-carbody "Dash 9-44CWL" units (2500-2562), and BC Rail went for four (4641-4644).

Amid the flurry of super cabs, in 1995 Norfolk Southern stayed "conventional" with 125 Dash 9-40C's (8764-8888) before finally giving in and going super cab in a big way in 1996 with 240 Dash 9-40CW's (8889-9128). NS stayed with the 4000-h.p. units because its "standard" loaded coal trains were limited by siding lengths between Roanoke and Norfolk and would not benefit from higher horsepower.

In 1996 the newly merged Burlington Northern & Santa Fe debuted its spectacular new "Northern Lines" livery on Dash 9-44CW's 960-1123. The scheme, strongly reminiscent of the traditional Great Northern livery, is actually made up of GN's orange and NP's dark green.

KODACHROME, KURT REISWEBER

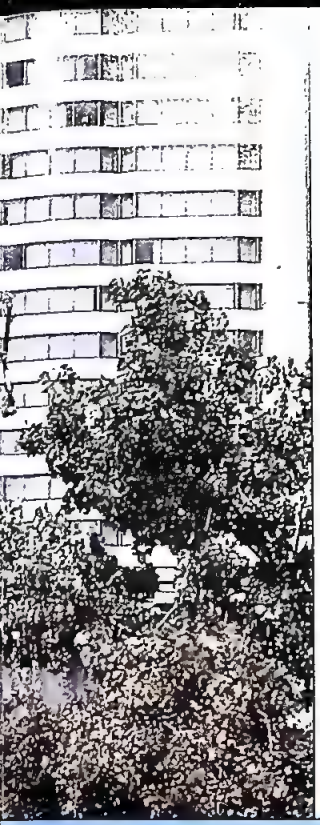
The realm of a.c.

The standardizing of the Dash-9 line in mid-1993 was the foundation upon which GE would launch its own program for an a.c. traction system. Caught somewhat flat-footed by EMD's swift success with its Siemens system in the SD60MAC's of 1991 and the subsequent massive BN order for SD70MAC's in 1993, Erie was suddenly in a catch-up game in the hardball league.

The same month that C&NW 8601 rolled out in black, GE produced its first AC4400CW test unit (GE 2000). The GE system differed substantially from the EMD/Siemens system in that GE used one inverter per traction motor, while EMD used one inverter per truck — the theory being that the failure of one inverter would have much less effect on the overall performance of the locomotive. GE also used an air-cooling system for its inverters, while EMD used a freon system (GE felt this would not be susceptible to coolant leaks). To virtually eliminate potentially troublesome electromagnetic interference (EMI) between the master computer and the inverters, GE went to a fiber-optic

GE'S NEW STEERABLE TRUCK was applied to 80 CSX AC4400CW's (201-280) delivered in 1996; the 225 was at Hamlet in November 1996. CSX then became the first railroad to receive the AC6000CW's (600-602) equipped with the full 6000-h.p. Deutz engine; the 601 and 600 (**top**) were testing on an eastbound coal train at Richmond, Va., on October 13, 1996.

KODACHROME: JOHN F. SULLIVAN



CSX WAS AN EARLY AND ARDENT supporter of General Electric and has accumulated a massive fleet of Super Cabs. Use these views to compare the different details of these otherwise look-alike units. The first CSX Super Cabs were 268 Dash 8-40C's 7650-7917; the 7780 (**above**) was at Hamlet, N.C., in November 1996. CSX was the only company to buy the Dash 8-44CW; the 9000-9052 were built in 1993 and 1994. The 9035 (**below**) was at Hamlet in March 1995. They then bought 173 AC4400CW's, numbered 1-173, on the rollerblade HiAd™ trucks like the 27 (**bottom**) at Hamlet in February 1995 (the first few units were renumbered from the 9100-series).

THREE KODACHROMES, JOHN F. SULLIVAN

GE C32-8s to AC6000CW's

Model	Built	H.P.	Engine	T.M.	Roster built or being delivered as of 4/97
C32-8	1984	3200	FDL12	D.C.	CR 6610-6619 (GE demos)
C39-8 / C39-8E	1984-'87	3900	FDL16	D.C.	CR 6000-6021; NS 8550-51 (GE demos) 8552-8663; 8E 8664-88
Dash 8-40C	1987-'94	4000	FDL16	D.C.	CNW 8501-8577 (8543-8577 upgraded to 4165 h.p.); CR 6025-6049; CSX 7500-7646; NS 8689-8763; UP 9100-9355
Dash 8-40CM	1990-'94	4000	FDL16	D.C.	BCR 4601-4626; CN 2400-2454; ONS&L 401-403
Dash 8-40CW	1989-'94	4000	FDL16	D.C.	ATSF 800-926; CR 6050-6265; CR/LMS 700-759; CSX 7650-7917; UP 9356-9480
Dash 8-41CW	1993	4100	FDL16	D.C.	ATSF 927-951; UP 9481-9559
Dash 8-44CW	1993-'94	4400	FDL16	D.C.	CSX 9000-9052
Dash 9-40C	1995	4000	FDL16	D.C.	NS 8764-8888
Dash 9-40CW	1995-	4400	FDL16	D.C.	NS 8889-9128
Dash 9-44CW	1993-	4400	FDL16	D.C.	ATSF 600-699; BNSF 960-1123; CNW 8601-8730; SP 8100-8200; UP 9700-9739
Dash 9-44CWL	1995	4400	FDL16	D.C.	BCR 4641-4644; CN 2500-2562
AC4400CW	1993-	4400	FDL16	A.C.	CNW 8801-8835; CP 9500-9582; CSX 1-173, 201-280; GE 2000; GECX 4000-4009; SP 100-378; UP 9997-9999, 6738-6887
AC44/60CW(u)	1995-	4400	FDL16	A.C.	GE 4400, UP 7010-7082
AC6000CW	1995-	6000	HDL16	A.C.	CSX 600-602; GE 6000; UP 7000-7009

cable "wiring" system. With the HiAd™ trucks, the a.c. motors could produce 145,000 pounds of Tractive Effort, compared to the top of 118,000 for the d.c. version. It was sound engineering in theory, but GE was still fielding test-beds while EMD was mass producing SD70MAC's.

In August 1994 GE got its first production a.c. locomotives into the field, as CSX AC4400CW's 9100-9102, followed a month later by Union Pacific 9997-9999. And orders were going into the books. Chicago & North Western wanted 35 units (8801-8835), CSX 170 more (1-173, with the 9100-9102 renumbered 1-3), first-time customer Canadian Pacific 174 (9500-9673), SP 279 (100-378) and the UP no less than 300 more (6550-6699 and 6738-6887)!

It was quite a vote of confidence for a product that was not yet ready for full production, but EMD's production capacity was already fully occupied by the BN SD70MAC's. In 1996 CSX returned to GE for 80 more AC4400CW's (201-280). Hardball was turning into a slugfest at the 4400-h.p. level.

Going for 6000 h.p.

The next big step was 6000 horsepower, and GE had known for a long time that the venerable FDL16 just wasn't up to it. Like EMD, GE had long been exploring a new "big" engine, and in 1994 it announced the product of its partnership with Deutz MWM of Manheim, Germany: the new "HDL" engine. With a per-cylinder displacement of 958.6 cubic inches (compared to the new EMD 16V265H at 1010 cubic inches), the 16-cylinder GE/Deutz engine is initially rated at 6250 gross horsepower, with about 6000 h.p. available in a locomotive for traction. In 1995 GE outshopped demonstrator 6000 (see **front cover**), its first AC6000CW, and followed that with three CSX units (600-602) and nine for the Union Pacific (7000-7008). With the demand high for the 6000-h.p. units but delivery uncertain on the untested engine, like EMD, GE created the 4380-h.p. "convertible" units that packed the FDL16 but could be retro-

KODACHROME, JAMES L. HICKEY

KODACHROME: ALAN BELLIS

NORFOLK SOUTHERN finally got on the Super cab bandwagon in 1996 with 240 Dash 9-40CW's (8889-9128) like the 8927 (**above left**) headed west on the old Nickel Plate at Bellevue, Ohio, in August 1996. Canadian Pacific bought its first GE's with a 1995 order for 83 AC4400CW's (9500-9582); the 9515 and 9529 (**above right**) were at West Glacier, Mt., on BNSF on March 24, 1997. GE's complex steering truck has been applied to only one order of units, CSX AC4400CW's 201-280; the 261 (**below**) was at Richmond's Acca Yard on March 8, 1997. AC6000CW 7000 (**opposite**) was on an eastbound load test train on Sherman Hill at Heard, Wyo., in November 1996. The UP has taken delivery of a fleet of "convertible" AC6000/4400CW's that will be upgraded with the Deutz engine when it becomes available; the 7034 (**opposite inset**) was on the ICRR at Hawthorne, Ill., on April 14, 1997. To cover service availability guarantees on the new units, GE has built ten AC4400CW's, GECX 4000-4009; the 4002 was at GE's Erie plant (**bottom**) on April 6, 1997.

fitted with the 6000-h.p. Deutz HDL when it became available. The UP 7010-7082 are easily recognizable as the convertibles by their huge rear-overhang cooling radiators that will be required by the 6000-h.p. engine and are characteristic of the Deutz-equipped 7000-7009.

The GE radial truck

While EMD's radial truck is a masterpiece of simplicity and was an immediate success, being applied to all production a.c. units and many d.c. units, GE was frustrated by patent constraints and had to develop a similar product that turned out to be a masterpiece of complexity. While CSX AC4400CW's 201-280 ride on the new "steering" truck, none of the 6000-h.p. units are yet equipped with them but ride on HiAd™ rollerblades.

KODACHROME: KURT REISWEBER

Problems and promise

Like EMD, GE has a lot at stake in the 6000-h.p. a.c. locomotive market, but the GE project has been fraught with more than its share of teething troubles, such as the complex steering truck. Their Electronic Fuel Injection system tended to start spectacular stack fires when it failed, and the piston caps in the 4400-h.p. FDL's have been failing at an alarming rate due to a manufacturing problem in heat-treating. The big Deutz engine had severe vibration problems in its initial applications, and GE has been obliged to build ten AC4400CW's for warranty protection availabilty.

GE has the engineering experience and economic necessity to "make it work." The future belongs to the high horsepower a.c. unit. But it's still a horse race.

MIKE HOPPE

Nevada Northern Photographer's

KODACHROMES, BRIAN JENNISON, EXCEPT AS NOTED

FRIDAY MORNING, NOVEMBER 8, 1996, found the ex-Kennecott RS3 No.109 idling outside the East Ely shop of the Nevada Northern Railway Museum coupled to 2-8-0 No.93 in preparation for the 1996 Photographer's Weekend activities. On Saturday, the 93 and 4-6-0 No.40 were doubleheaded (**below**) on a mixed train for a photo runby at MP 140 on the way to Keystone Junction. On Sunday morning (**above right**) the 93 performed runbys with an ore train at MP 136 on the main line outside of Ely. On Sunday afternoon, 4-6-0 No. 40 had a three-car passenger consist (**opposite bottom**) doing a runby at MP 146 on the Hiline.

FRIDAY MORNING, NOVEMBER 8, 1996, dawned cold and clear in Ely, Nevada, literally hundreds of miles from anywhere. As the sun came up over the mountains east of town, it illuminated a scene that could have occurred more than 40 years ago: an ancient but immaculate orange Alco RS3 burbled quietly in front of the old Nevada Northern enginehouse and shop, part of which was built in 1908 (the "new" addition was completed in 1915). Behind the diesel stood another Alco product, even older, Nevada Northern No.93, a husky 2-8-0 built for copper ore service and now restored for tourist train duty on the Nevada Northern Railway Museum.

The Nevada Northern Railway was built between 1905 and 1908 to serve the burgeoning copper mines in the mountains southeast of Ely (pronounced EE-lee), in eastern Nevada's remote White Pine County. Ore was extracted from both open-pit and deep-shaft mines, then hauled by rail to a smelter complex in McGill, eight miles north of Ely. "Blister" copper, the output of the smelter, was shipped 113 miles further north through the desolate Steptoe Valley to a connection with the Western Pacific at Shafter. The NN crossed the WP and continued another 18 miles to Cobre on the Southern Pacific, thereby ensuring itself competitive shipping rates. Mining, smelting and shipping continued unabated until 1978, when a combination of low copper prices, antiquated facilities and environmental regulations caused parent Kennecott Copper Company to

Weekend

by Brian Jennison

EXTACHROME PROFESSIONAL 120 MIKE TACKETT

shut down its mines. The McGill smelter, exempted from meeting federal sulfur dioxide regulations on a year-to-year basis by Nevada's governor due to its economic importance to White Pine County, continued to process ore shipped in from other mines, but it was clear the end was near. Sulphur dioxide is known to cause respiratory disease, and excessive exposures can lead to premature death. Accordingly, in 1983 the smelter finally shut down, and the Nevada Northern Railway ceased operations. White Pine County slipped into an economic depression.

However, the situation did not remain bleak for long. The Los Angeles Department of Water & Power was interested in the quiescent main line from Cobre to McGill Junction in order to deliver coal to its proposed White Pine Power Project. The City of L.A. bought the line from Kennecott in 1987 to preclude its abandonment. Although the power project is on hold, in 1993 Los Angeles Water & Power leased the railroad to the Northern Nevada Railroad Corporation.

The local copper industry has also been revived somewhat, with Magma Copper acquiring the mines southeast of Ely in 1991. The remaining ore is relatively low-grade (only about 1% copper), but new technologies allow it to be concentrated to nearly 40%, which makes shipping, especially by rail, economically feasible.

In 1996 Magma Copper was purchased by the Australian mining company Broken Hills Properties (BHP), which bought out the ill-fated and short-lived Northern Nevada Railroad Corporation and now operates the copper concentrate trains themselves under subsidiary BHP Nevada Rail. The working relationship

THE LOW SATURDAY AFTERNOON SUN highlighted the wonderful detail of the classic wooden baggage car on the runby on the line past Keystone en route to Ruth and the mine at Robinson Canyon. On Friday morning (**below**) the 93 was being checked out in the East Ely yard used by BHP Nevada Rail. On Saturday evening, the 40 posed for a night photo session (**opposite top**) at the East Ely passenger depot. On Sunday afternoon the 93 performed another runby with a freight and ore consist (**opposite bottom**) at MP 146 on the Hiline.

between BHP and the Nevada Northern Railway Museum has been excellent.

New owner BHP estimates that there are some 250 million tons of minable reserves and predicts that the operation will be viable for at least 15 years. The copper concentrate, which also yields gold and silver, is being shipped to the former Magma smelter at San Manuel, Arizona, for processing. The smelter at San Manuel is modern and includes a sulfuric acid plant which allows BHP to recover the SO_2 as a marketable product rather than releasing it as air pollution.

Creating the Museum

Meanwhile, the Ely Chamber of Commerce approached Kennecott in an attempt to preserve the rest of the railroad, including the extensive yard and shop complex at East Ely, the "Hiline" to the former smelter site at McGill and the track up Robinson Canyon to the mines at Ruth. Kennecott was receptive, and, with the help of many volunteers and a grant from the State of Nevada, the newly incorporated White Pine Historical Railroad Foundation took title to the first of several railway properties in 1985, and by late 1987, Kennecott had donated the remaining railroad assets to the Foundation, including 32 miles of track.

Also included in the equipment donated to the Foundation by Kennecott was locomotive 40, a high-stepping 4-6-0 built by Baldwin in 1910. Purchased new by the Nevada Northern for passenger service, this sleek, fast locomotive was

officially retired after passenger service ended in 1941 but was maintained by the railroad as a "pet." Restored by Short Line Enterprises in 1986 under contract to the Foundation, the 40 hauled the first tourist trains on Memorial Day weekend in 1987. Thus began a remarkable railroad renaissance which continues today, with a full summer season of weekend tourist trains on both the line up Robinson Canyon to Keystone Junction and on the Hiline as well. The Museum also offers locomotive rentals (see page 44) and runs periodic special trains.

In addition to Ten-Wheeler 40, the Museum has 2-8-0 No.93, which was received from the city of Ely, where it had been on display at the White Pine Public Museum since its retirement nearly 30 years earlier. The 93 was actually restored twice: once between 1990 and 1993, after the Museum got the locomotive from the city and once again between 1995 and 1996, after it was damaged in a freak accident.

The Wreck of Old 93

The short line Northern Nevada Railroad Corporation, formed to operate copper concentrate trains over the former Nevada Northern Railway, and not associated with the Nevada Northern Railway Museum except by a trackage rights arrangement, had accidentally let a bulkhead flatcar load of ties run away about five miles up the line at Keystone Junction. The short line had been building a new line into a recently reopened copper mine and concentrator complex near the town of Ruth; reportedly they were moving the car with a front-loader when it rolled away. The errant car careened down Robinson Canyon, reaching 60 m.p.h. before crashing into the Museum's regularly scheduled afternoon passenger train, which was on its way up from East Ely. Fortunately, the carload of ties had been slowed considerably as it passed through curved Tunnel 1 at the end of the canyon; it's estimated that it was going about 30 m.p.h. when the crash occurred. The passenger train's engineer saw the car coming and managed to stop just seconds before the collision.

The impact injured 60 of the approx-

BHP NEVADA RAIL today operates the former Nevada Northern with five ex-SP SD9s (BHP 201-205) and a pair of ex-Santa Maria Valley GE 70-tonners. On November 11, 1996, the SP 4426 and freshly painted 205 were exiting Tunnel 1 with ore loads for East Ely with Santa Maria Valley 30 (**below**) dead in tow on the rear. The 70-tonner was used to spot loads at the Robinson mine. On November 8 (**bottom**) the 201 and 4426 were in the East Ely yard.

imately 100 people aboard the three-car train; fortunately, only four had to be hospitalized. However, the Museum's equipment was not so lucky: the 93 sustained considerable damage to its pilot, cylinder saddle, frame, smokebox, lead truck and appliances; the tender was damaged as well. Perhaps more serious from a historic perspective was the damage done to the Museum's two classic wooden coaches, NN 2, built by St. Louis Car in 1908, and NN 5, built by Pullman circa 1883. The vestibules buckled on No.2, and the center sill was knocked out of alignment; the trucks and draft gear were damaged, and almost all the windows were broken. Number 5 received damage to its trucks and draft gear. The third car in the train, a converted flat, was relatively unharmed.

Following the accident, the Museum had to cancel the remainder of its 1995 season. However, the Magma Copper Company, which had recently reopened the former Kennecott mine up in Robinson Canyon and had contracted with the Northern Nevada Railroad Corporation to build the new section of railroad, stepped in to help. Through insurance and corporate "deep pockets," funds were provided to pay for 93's restoration (reported to have cost nearly $400,000). Additionally, two ex-DL&W m.u. cars were found on the Willamette & Pacific in Albany, Oregon. Magma purchased the cars and donated one to the Museum outright, while leasing them the second one at a favorable rate. It is hoped that additional funding will eventually be found to repair the damaged passenger cars.

Railfan Photographers Weekend

The Nevada Northern Railway Museum was back in business in 1996, and the highlight of the year was the November Railfan Photographers Weekend, which was made all the more satisfying by the first revenue runs of 93 since the accident. Faithfully restored by Steam Operation Corporation, along with subcontractor Historic Machinery Services, both of which had ties to the Norfolk Southern's steam program, and with the help of many volunteers, the 93 performed flawlessly for some 50 fans who had made the long trek to Ely. The photographers were rewarded with perfect weather and two full days of steam-powered passenger, mixed, freight and ore trains, plus a steak dinner in the historic East Ely Depot and a night photo session on Saturday.

The Nevada Northern Railway Museum is remarkable in the completeness of its collection. In addition to authentic locomotives, passenger and freight cars and maintenance-of-way equipment, the shop complex, depot, coaling tower and numerous other buildings are all still there. The only other operations in the U.S. that come close in terms of completeness and historic cohesiveness are the Cumbres & Toltec Scenic at Chama, N.M., and East Broad Top Railroad in Pennsylvania. The Museum is looking forward to a fantastic 1997 season and hosting events relating to the NRHS National Convention in Salt Lake City in June.

Volunteers are welcomed (and put to work!), and serious railfans owe it to themselves to visit "The Ghost Train of Old Ely."

by Bill Deen

Heritage of the Nevada Northern

GARY G. ALLEN

THE COPPER MINES that gave birth to the Nevada Northern Railway were viewed originally as a source of traffic which might help rescue another short line. As manager of the Eureka & Palisade Railroad at the turn of the century, Mark L. Requa was aggressively seeking to increase freight business on the struggling narrow gauge. That led him to investigate the deposits of copper ore which had recently been discovered at Copper Flat, near what is now Ruth, about 75 miles east of the E&P's southern terminus of Eureka. Recognizing the potential of the sizable deposits of low-grade ore, Requa (with other investors) acquired the key mining claims in the district and made plans to develop them on a large scale.

Unfortunately for the E&P, Requa concluded that a new standard gauge line east from Copper Flat to Ely, and then north 140 miles to a connection with the Southern Pacific, would be more practical than an extension of the narrow gauge. Accordingly, grading for the Nevada Northern began in the fall of 1905 at a new location on the SP main line named Cobre (Spanish for "copper"). Work proceeded rapidly southward through the broad and relatively flat Steptoe Valley — no bridges or tunnels were required on the entire line from Cobre to Ely — and regular train service began to Ely (MP 140.4) on October 1, 1906. The main yard and terminal facilities were located at East Ely (MP 139.1).

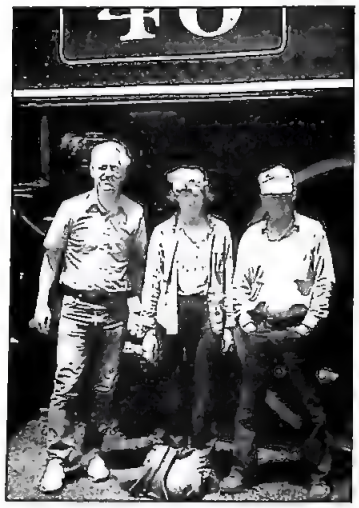
The mining extension west of Ely up Robinson Canyon went through much rougher terrain, requiring two tunnels (one later daylighted). Nonetheless, the rails were pushed to Keystone and Copper Flat in 1907 and ultimately Veteran (MP 150.5) in 1908. The wisdom of having heavy freight traffic on the original line built through the center of Ely (on what is now Clark Street) was questioned early on, and an ore line bypass was built along the base of the hills at the north edge of town in 1907. To serve the ore processing operations at McGill, a two-mile branch was built in 1906 from McGill Junction (MP 128.5) to the new town and smelter site, and a roughly ten-mile line (the "Hiline") was completed in 1908 from Hiline Junction (MP 135.4) up into the hills above the ore concentrator. During those same years the Western Pacific was being built across Nevada, and in 1908 a connection between the NN and

TWO PHOTOS: DAVE LEWIS

THE SCENE AT TUNNEL 1 has changed little since August 25, 1950, when this photo was taken of Kennecott RS2 103 handling an ore train bound for East Ely. Four-wheel bobber caboose No.14 (**right**) graced the rear of an empty train bound for Ruth that same day. Ten-Wheeler 40 was already a celebrity when it was photographed with two Kennecott Alcos (**top**) in the East Ely enginehouse on July 13, 1964. The 40 had just completed four days of operation for Nevada's 100th Anniversary.

Running Number 40

NICK PATRAS



NO.40's CREW on July 19, 1992, were (l to r) author Bill Deen, fireman Lynn Bjorklund and engineer Joe Lani. Deen struck the "eagle eye" pose (below) exiting the tunnel near Ely.

AT 11:00 A.M. on a sunny day in July 1992 I climbed into the cab of Nevada Northern 4-6-0 No.40, stashed my gear behind the water cooler and paused on the gangway next to veteran engineer Joe Lani.

"There's your seat," he said, so I climbed up on the right hand side. "That's the reversing lever, that's the throttle and that's the engine brake." A few more words about the brake, and it was, "Ready to go?" No lecture on theory here, just hands-on experience!

I knew enough to ask how to open the cylinder cocks and learned that they were already open. On Joe's instruction I released the air brake, shoved the reversing lever to full forward and began tugging tentatively at the throttle. It moved easily at first, but I soon felt a lot of resistance as the throttle valve began to open against the 175 p.s.i. of boiler steam. Several seconds later there was a hiss of escaping steam from the cylinder cocks, and we slowly began to move. Soon the exhaust settled into a soft, satisfying rhythm as we picked up a little speed through the yard at East Ely.

I'd been looking forward to this since the previous winter when I had made my reservation for the Nevada Northern Railway Museum's locomotive rental program. Up in the gently rocking cab I found it exhilarating — but also a little sobering — to be in control of that 80-year-old machine. For the next hour I learned how to run a locomotive without a train — braking a train with "the big air" takes more than an hour to learn — on a main line run seven miles out to Keystone.

Running tender-first along the hills north of Ely were some grade crossings. At about 200 yards the fireman would start ringing the bell, and I would lay out the standard long-long-short-loooong on the whistle cord. Joe advised me to give a similar whistle warning as we approached the 311-foot, curved, timber-lined tunnel just west of Ely. After about ten seconds of dusty darkness inside, we were back in the sunshine.

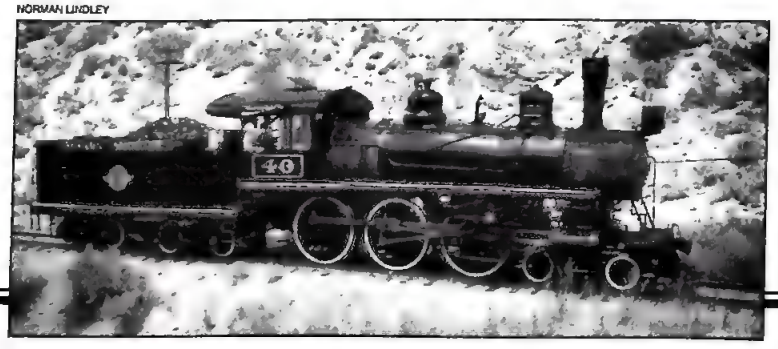
The grade up Robinson Canyon is a fairly constant 2%, and I found that maintaining a steady speed over even modest changes in grade was not a simple matter. When changing throttle positions there is a several-second delay before anything happens, and the inertia of the roughly 100 tons of locomotive made it take a while to see if I'd made the right adjustment. On the steady grade up the canyon I eventually found the right throttle notch, and it was great to be rocking along in the cab with a steady bark at the stack.

After drifting to a stop at Keystone, we started back down, now running forward. On the steady descent to the tunnel I had to become better acquainted with the brake handle — not an intuitive task. I could only imagine what it must be like coming down the hill with a 3000-ton ore train pushing on the tender!

It wasn't long before we were back at East Ely yard. I backed down to the car shop and stopped in the right place. It was 12:15. Time to collect my gear, climb down and let the adrenaline start to leave my system.

I'd enjoyed a dozen or so previous steam cab rides, but running the 40 myself was an entirely different experience. If you want to try it, too, call the Museum at 702/289-2085 for all the details — BILL DEEN.

NORMAN LINDLEY



WP was established at Shafter, about 20 miles south of Cobre.

The concentrator at McGill was ready in April 1908, allowing full operations to begin. By this time others had purchased control of Requa's Nevada Consolidated Copper Co. (NCCCo), which owned the NN, and Requa left to pursue other interests. Unlike quite a few other early promoters of mining and rail ventures, he had established a reputation as an honest and prudent businessman. Indeed, the NN had been completed under budget, and the copper mines would be enormously productive for three-quarters of a century.

The Kennecott years

Kennecott Copper Corporation (KCC) began acquiring a financial interest in NCCCo in 1915 and controlled its assets and thus NN by 1932. Beginning in 1943 the properties at Copper Flat, Ely and McGill became known as the Nevada Mines Division of KCC. From the start of full scale operations in 1908, the greatest tonnage on the line by far was the copper ore hauled over the 22 miles from the open pit mines near Copper Flat to the concentrator and smelter at McGill. Starting in 1920, NCCCo and successor KCC operated these mine runs over the NN with their own locomotives and crews. NN equipment and crews handled the long main line runs between Ely and Cobre. As befitted the common ownership, rail equipment of both NN and KCC was maintained at East Ely.

For many years some 300 loads of 1% copper ore were hauled daily from Copper Flat to McGill. In the steam era the standard train of 30 cars was handled by one of nine moderate-size 2-8-0s (of which KCC 93 survives). A train of 30 empties would be taken up the 2% grade of Robinson Canyon to Keystone siding, from where the train would be doubled up the 4% grade the remaining three miles or so to Copper Flat. On the way down, retainers were set at Copper Flat and released at Keystone siding. After dieselization of the main line ore haul (beginning in 1948), pairs of Alco roadswitchers would handle 40-to-50 car trains. Until 1958, an array of temporary tracks descended into the huge (more than a mile across) Liberty Pit, and short cuts of ore cars were worked from the excavations up to the small Copper Flat yard at the top, originally by a fleet of 0-6-2T's. Some of the switching at McGill was handled by KCC steeple-cab electrics, so there were a few years when all three kinds of motive power were active in the vicinity of Ely.

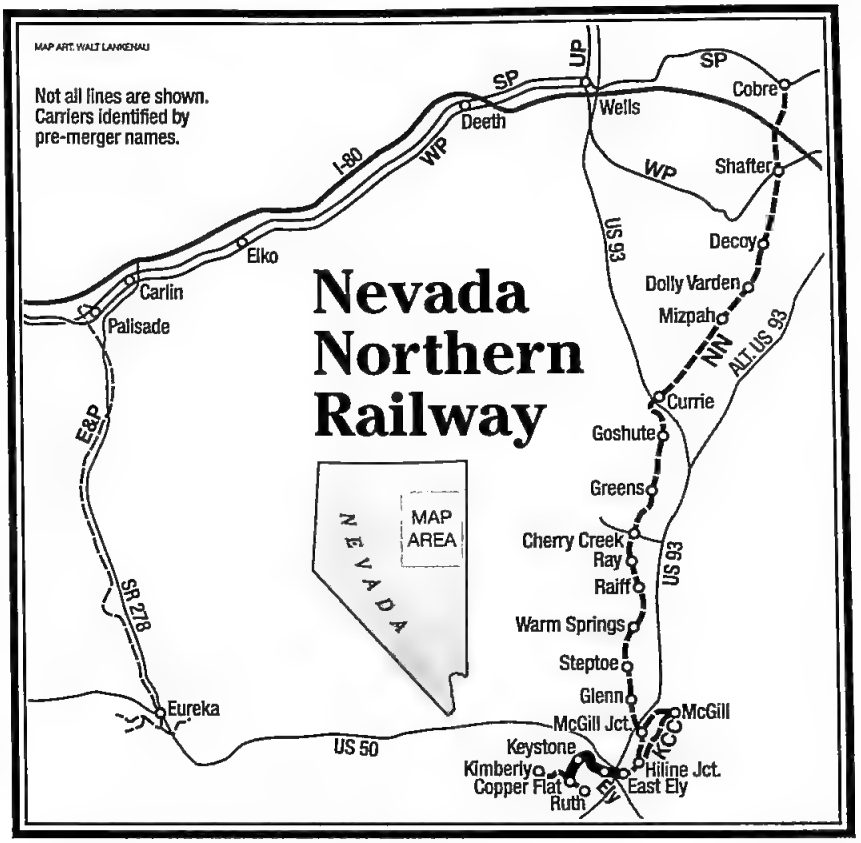
With the 1% copper ore being transformed into 99.5% pure "blister copper" at the smelter, the 300 daily ore cars translated into only a handful of outbound boxcar loads for the NN. In

contrast to the eight or so Alcos used in road service by KCC. NN dieselized in 1952 with a single EMD SD7. Steam road power for the NN had consisted of a handful of 2-8-0s and 4-6-0s (of which 2-8-0 81 and 4-6-0 40 survive). In addition to the outbound shipments of copper to the SP and WP, there were inbound loads of coal, coke, petroleum fuels, lumber, machinery and general merchandise, all generally handled by three weekly round-trips to Cobre, each requiring two days.

Local passenger service was provided between McGill, Ely and the mining district until 1938. With cessation of that service the track through the middle of Ely was torn up, leaving only the ore line bypass. Cobre-Ely passenger service lasted until 1941.

The Nevada Northern/Kennecott operations were extremely successful, and the NN outlived all of the other bonanza short lines in Nevada. But by the late 1970s the economics had become unfavorable.

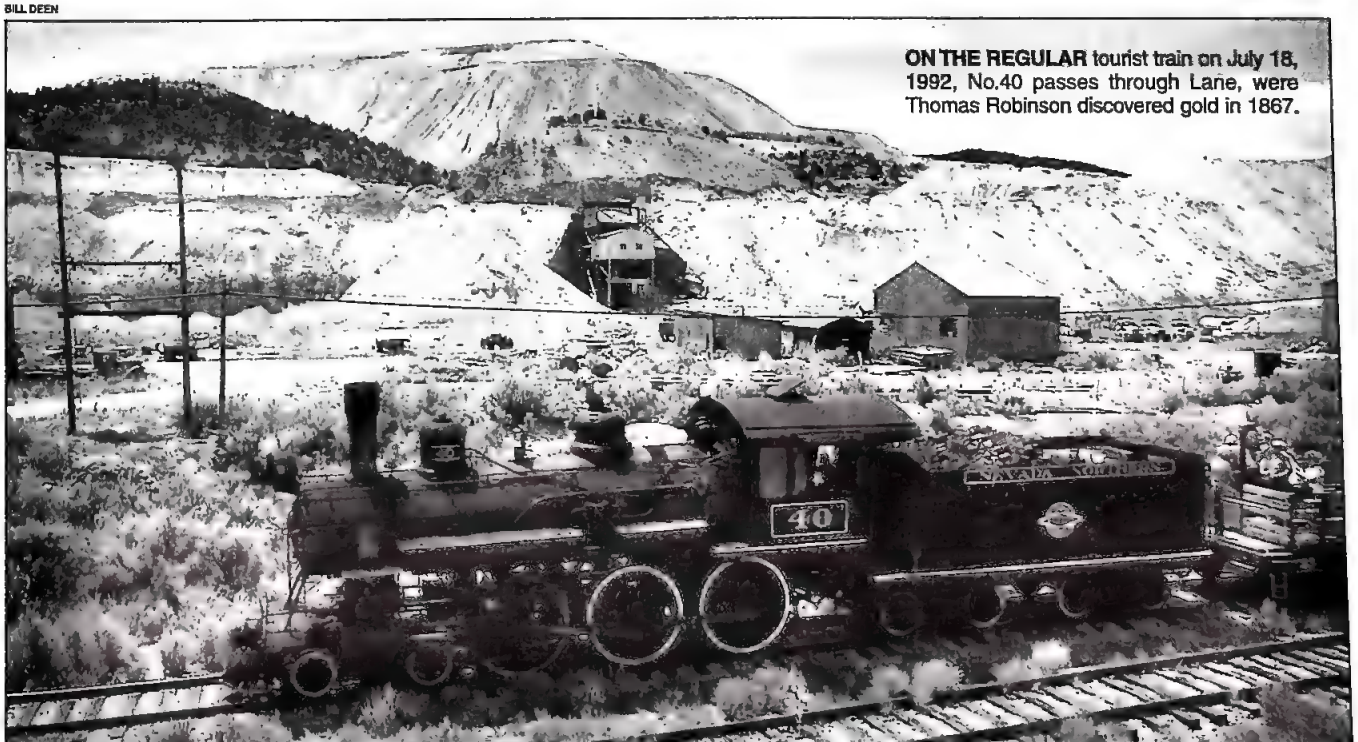
The last ore trains to McGill ran in September 1978, when the mines in the Copper Flat / Ruth district closed. (Mining was resumed on a much smaller scale — with no rail haul — by Magma Nevada Mining Co.) The last NN freight ran from Ely to Cobre and return in June 1983.



LADWP and preservation

In 1987 the Los Angeles Department of Water & Power (LADWP) announced its intention to build a coal-fired power plant on the NN near Cherry Creek (MP 91.3), north of Ely. To secure future rail access it purchased the dormant NN, entering into a three-way agreement with Kennecott and the White Pine Historical Railroad Foundation, a preservation group organized by the City of Ely. Basically, LADWP acquired the NN from Cobre to McGill Junction and the three remaining road diesels (NN SD7 401 and KCC RS2 105 and RS3 109), while the preservation group received from Kennecott the East Ely facilities and the track between Keystone and McGill. Brian Jennison picks up the story at this point on **page 40** of his Photographer's Weekend article ⇨

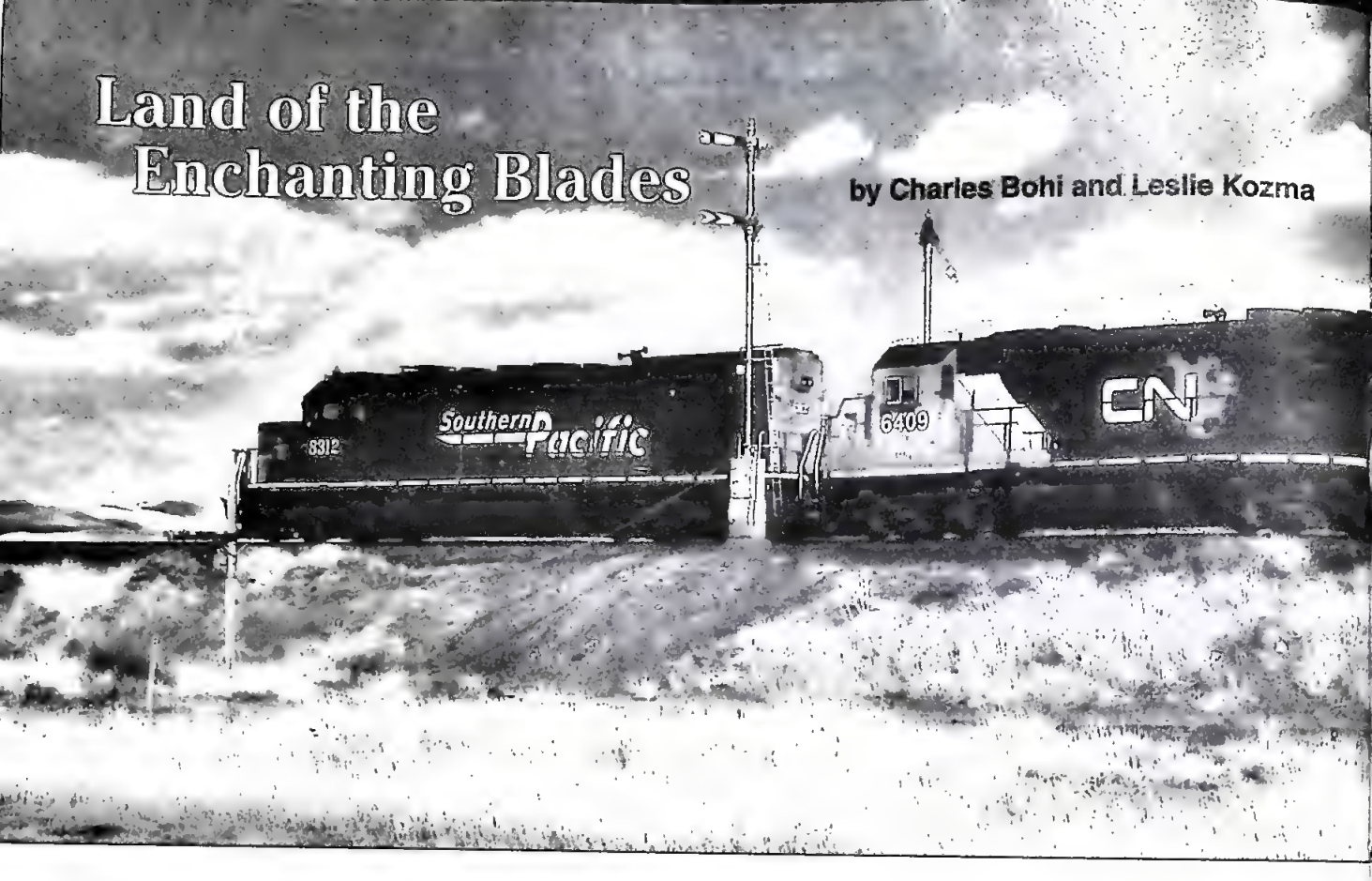
BILL DEEN



ON THE REGULAR tourist train on July 18, 1992, No.40 passes through Lane, where Thomas Robinson discovered gold in 1867.

Land of the Enchanting Blades

by Charles Bohi and Leslie Kozma



LOWER QUADRANT "TYPE B" semaphores still guard the former-Southern Pacific Carrizozo Subdivision in New Mexico. At 3:23 on the afternoon of February 26, 1997, an SP SD40T-2 tunnel motor was eastbound at Milepost 1441.4, about two miles north of Carrizozo, with two CN North America units in tow.

THE SEMAPHORE SIGNAL was once a very common part of the railway scene. Despite the fact that in the United States they are largely gone, in southeastern Colorado and eastern New Mexico at least four groups of these signals remain: three on the former Santa Fe and one on the former Southern Pacific.

On the Santa Fe, moving from east to west, between La Junta (MP 554.9 from Kansas City) and Trinidad, Colorado (MP 635.8), upper-quadrant ABS semaphores installed in the mid-1920s still guard the old "passenger main." Once the route of trains like the *Super Chief* and *El Capitan*, today only Amtrak's *Southwest Chief* recalls the glory days of this original Santa Fe main line. Many of these are landlocked behind private property, and because trespassing is taken seriously in the West, it is definitely not recommended. However, between MP 580.2 and 617.1 at least ten sets of semaphores are easily photographed from U.S. Highway 350.

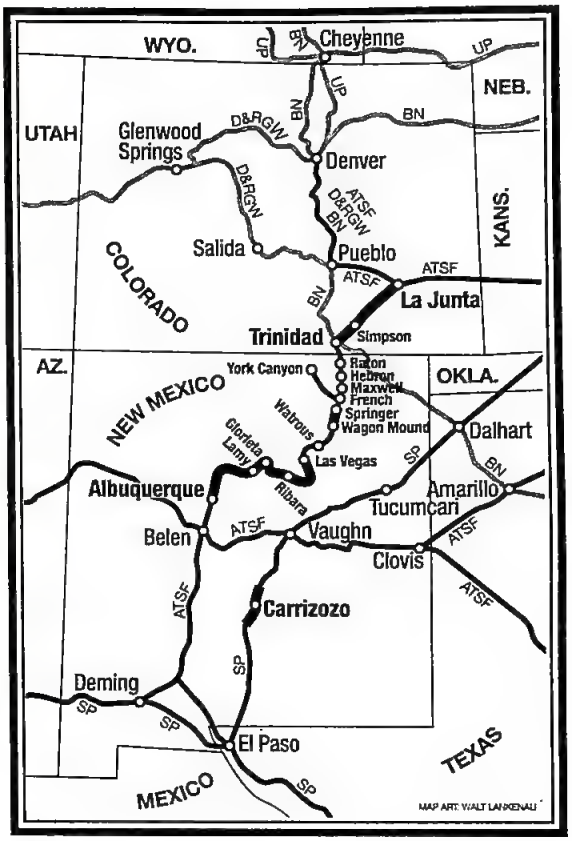
The problem in this area is that freight traffic is sparse, generally fewer than ten trains a day, and the only dependable train is the westbound *Chief*, although symbol DVBA, a Denver-Barstow Manifest, also generally runs in daylight. Because of high track speeds, chasing is virtually impossible, but by watching the signals and with the help of a scanner (161.370 and 160.590 mHz) finding what few trains there are is usually not difficult.

Fortunately, the trip from Trinidad over Raton Pass is slow for trains and fast for cars on Interstate 25. This provides the opportunity to catch up. Using I-25, photographing trains in the pass is not a serious challenge. While easier for southbound jobs, most of the exits offer good vantage points that work in both directions. The good scenery makes up for the fact that the start of CTC at Trinidad has eliminated the semaphores over the pass itself.

The CTC ends at Springer, New Mexico (MP 699.4). From there I-25 with its 75-m.p.h. speed limit makes it possible to

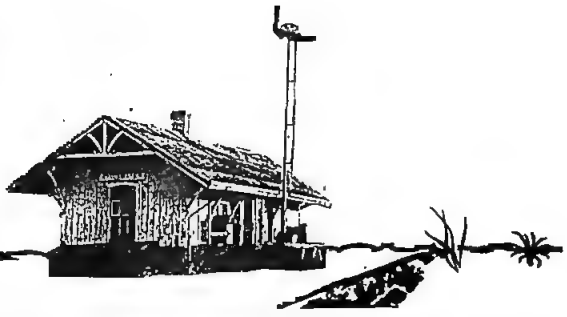
A whir in an electric motor.
A semaphore blade changing position.
There is a train coming.

PHOTOGRAPHY: CHARLES W. BOHI



THE FIRST OF TEN SETS of upper quadrant semaphores readily visible from U.S. Highway 350 between La Junta and Trinidad, Colorado, bracket Santa Fe Dash 8-40CW 876 on Denver-Barstow Manifest DVBA at Mile 580.2 at 11:05 in the morning on a cloudy December 30, 1996.

BOOK DEPOT



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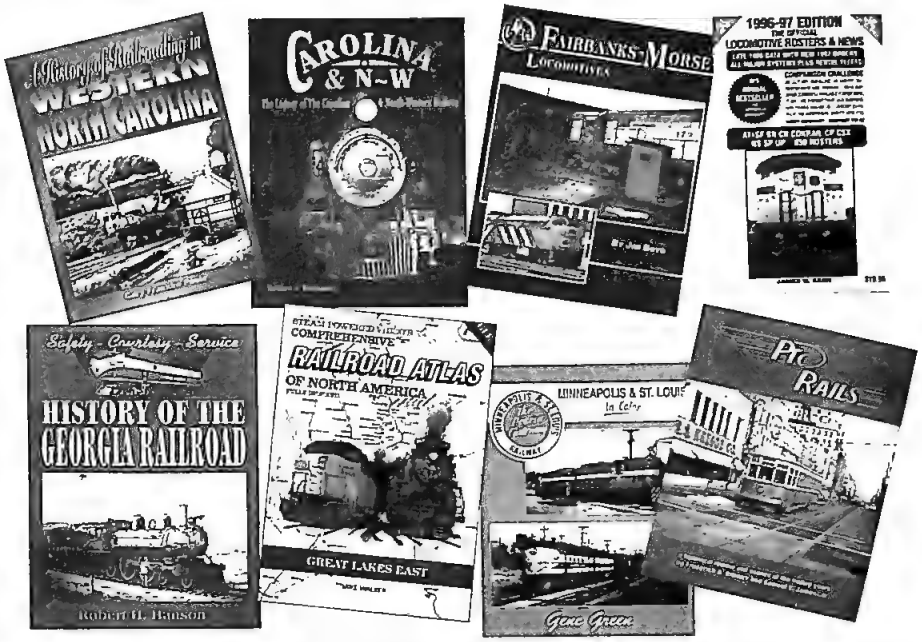

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RAILROADIANA

by STEVE BARRY

What's New?

One of the most tumultuous areas of the world, the Middle East, has a fascinating array of railroads. There is an amateur quarterly magazine published in the United Kingdom that deals with these railroads. ***Harakevet*** (Hebrew for "the railway"), published by Rabbi Walter Rothschild, covers the rail scene in Israel, Lebanon, Syria, Jordan, Iraq, Iran and the Sinai and Arabian peninsulas. Historical and contemporary articles are featured, which can cause problems at times. As the subscription form states "in such a complicated region with such a complicated history, with names and borders changing frequently, it is hard to avoid occasional offense, but the magazine aims to use, in all historical articles, the place names appropriate to the period being described, without making any political statement in doing so." Our sample copy measured 5¾"×8¼" with 36 pages on heavy matte paper. Inside were all the things you'd expect from a rail magazine — roster notes, news, historical photos and the like — along with timetable reprints, drawings and eight black and white photos. There is also a section with apologies to all offended in previous issues. It's a very good journal for anyone interested in the Middle East. Subscriptions are £17.00, but due to the British banking system the publisher suggests that the easiest way for U.S. residents to subscribe is to get the current dollars/pounds exchange rate from your bank and send the equivalent of £17.00 in U.S. dollars (round up to the nearest whole dollar) in cash. Send your subscription request to Rabbi W. Rothschild, 9 Primley Gardens, Leeds LS17 7HT, Great Britain. If you have access to the internet, you can e-mail Rabbi Rothschild at 101764,1751@compuserve.com.uk.

Iowa railfan guide

The largely granger state of Iowa is crisscrossed by a number of railroads ranging from the very busy lines of BNSF and Union Pacific's former-Chicago & North Western main, down to a multitude of small branch lines. I visited the state back in 1993 and came away largely confused. Sorting out what's what can be difficult, but the good news is it has now been done. **The Iowa Railfan Guide** by Dana Grefe covers just about everything you need to know about the Hawkeye State.

The book starts off with a table showing rail mileages in the state from Union Pacific's 1679 down to Iowa Transfer's less than a mile. This is followed by a very brief overview of Class I, II and III carriers and a list of reporting marks. The complete AAR radio frequency list is provided, followed by a list of frequencies by railroad.

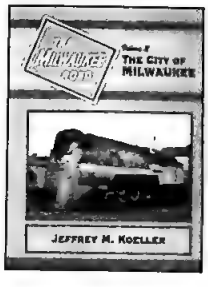
Each railroad is given its own section, with UP and BNSF getting the lion's share of the coverage. An overview of operations starts off each railroad's section, followed by a roster. The bigger lines are broken down by subdivision, with employee timetable-style listings of locations, defect detectors, Amtrak stops and mileages. The smaller roads get somewhat shorted, as in many cases there is only a paragraph or two of text devoted to them with little roster information and no timetable-style listings. There are also sections devoted to the passenger operations of Amtrak and Boone & Scenic Valley.

Particularly useful in any railfan guide are maps, and, boy, has this book got 'em. First come about 60 maps of yards, junctions and the like, showing tracks and street access. This is followed by 40 town maps ranging from Albia to Waterloo, once again showing tracks and roads. In the front of the book is a fold-out 11"×17" map of the state showing only rail lines, but it's useful primarily as a quick overview source.

Rounding out the coverage, there are over 75 black and white photos showing representative scenes around the state, with a mixture of action and roster shots. Most of the photos are small, but reproduction is generally good — this wasn't meant to be a picture book but rather an information source, and the photos do their job in that context. In all, there are 205 pages of solid information.

One aspect I particularly enjoyed about this book is that it is spiral bound. If you open it to a page while you're driving, you can toss the book onto the passenger seat of your car and it will stay open to that page. The book is 8½"×11", softcover and costs $17.00 plus $3.00 handling. It can be ordered from Dana Grefe, P.O. Box 595, Grimes, IA 50111-0595. If you're heading for Iowa, it will be the best 17 bucks you can spend. I wish I'd had this book four years ago.

Book Reviews



The Milwaukee Road in Color Volume 2: The City of Milwaukee by Jeffrey M. Koeller, published by Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains NJ 07076; hardbound, 8½"×11", 128 pages, illustrated, all color, $49.95 plus $3.50 handling (N.J. res. add 6% sales tax).

The introduction to this book states the Milwaukee Road "is probably more closely associated with its namesake city than any other railroad in America." This all-color pictorial certainly proves why that is true. The pages contain a variety of images in an orange, yellow and gray rainbow starting in the late 1940s and proceeding until the Milwaukee was absorbed by Soo Line on January 1, 1986.

Leading off the book is a chapter of vintage scenes featuring cab units and steam. A pair of photos by James Shuman taken only several minutes apart in January 1943

RAILFUN

by CURT KATZ

STONEHENGE IN WILTSHIRE, ENGLAND, MYSTERIOUS DRUIDIC GATEWAY TO THE HEAVENS.
CARHENGE IN ALLIANCE, NEBRASKA, MYSTERIOUS TEENAGE GATEWAY TO THE REALM OF ELVIS.
CL Katz '97
ALCOHENGE IN SCHENECTADY, NEW YORK, MYSTERIOUS RAILFAN GATEWAY TO RAILROADING'S PAST
SO—WHERE ARE THOSE RAILFANS?
ABOARD THE ALIEN PA BEHIND THE HALE-BOPP COMET.
AH... A BIT OF SOCIAL COMETARY.

show what the Milwaukee was all about in that era — one shows Alco DL109s departing with the *Twin Cities Hiawatha* with the next showing an F3 Pacific leading the *Chippewa* at the same location. We also get to see 0-6-0 No.X981 which started life with a tender but had a makeshift saddle tank applied by the time it was photographed in 1953. Moguls, Mikados, Northerns and Skytop lounge cars as well as a pair of tugboats make appearances.

A two-page spread looks at the Speedrail light rail operation in the city, taken during the ill-fated NMRA excursion on September 2, 1950. Two photos show the aftermath of the collision between two NMRA charters, a set of Speedrail light articulateds and a set of Milwaukee Electric Lines duplex heavy interurbans. Ten people died in the collision (all on the light Speedrail car) and 47 were injured on both trains. The accident led to the eventual demise of Speedrail. Amazingly, photographer William Echternacht, who was uninjured on the heavy electric, was able to snap a few photos of the wreck and then proceeded back to downtown Milwaukee where he snapped some spectacular photos that appear in the first chapter.

Next we go "Down to the Depot" where passenger trains pulled by Baltics (streamlined and conventional 4-6-4s), Fairbanks-Morse diesels, doodlebugs, Atlantics and Alco DL109s all parade under the clock tower. This is followed by "Twilight Years at Clybourn Street" where the clock tower and steam locomotives are gone, and the trains are painted in the UP-style yellow and gray. The power is still interesting, though — Erie-builts, FP7s in A-B-B-A configuration and H12-44s all show up. Photographers Russ Porter and Robert Bullermann made several photos of the station at night and a seven-page chapter is devoted to these scenes, wrapping up the coverage of the Milwaukee station.

The new Milwaukee station, opened in 1965, is the subject of the next section. EMD cab units are the dominant road power, with FM's still switching the terminal. The photo coverage continues into the Amtrak era in the 1970s, with E8s in Burlington silver, Burlington Northern green and Amtrak platinum visiting the station.

The second half of the book moves over to the freight side of operations, with a look at the Milwaukee shops. Once again many cab units are present, but there are a few oddballs. A Whitcomb 44-tonner is shown, as well as a Baldwin RS12. A two-page spread with a pair of full-page photos taken 13 years apart from the same location graphically shows differences in motive power — the 1966 view has cab units galore, while the 1979 scene is dominated by hood units. There are a couple of views inside the shop of an FM H12-44 with its doors open, showing the opposed-piston prime mover.

Following a look at operations at the hump yard, coverage moves to Cut-Off Tower which controls movements to the passenger station, yard and shops. A variety of freight trains is seen, powered by F-units, U30C's, H10-44s and GP9s. We get another "what a difference a year can make" comparison view, this time with a train powered by U-boats in 1978 and SD40-2s passing the same point in 1979.

The final chapter is "In and Around Milwaukee," odds and ends that didn't conveniently fit into the other sections. Trains passing Grand Avenue Tower, Lake Tower, the Schlitz Brewing Company elevator and the Kinnickinnic River bridge are seen.

For only covering one railroad in one city, the variety in this book is outstanding. Never mind that the Pacific extension was decaying, dying and finally gone by 1980 — the Milwaukee in Milwaukee was a class operation — S.B.

TRACTION PUBLICATIONS by Joe L. Diaz

By the El: Third Avenue and its El at Mid-Century by Lawrence Stelter with photography by Lothar Stelter, available from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358; hardcover, 128 8½"×11" pages, 180 color photographs; $38.95 postpaid.

This book is a marvelous look at Third Avenue in New York City, its el and the neighborhoods it traversed in the 1950s. In addition to numerous operational views of the trains, stations and right-of-way, there is much more of interest to view such as the street below the el and all the commerce along it up to 149th Street. The pictures were taken in all seasons, with an emphasis on snow scenes. Reproduction of the color photographs is excellent.

Also included is a full-color reproduction of a route diagram of New York City el routes from South Ferry to their connections in the Bronx. There are numerous small diagrams showing station locations. The many details of the structure and the stations

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and their ornamentations is outstanding. On a more somber note, there are also scenes of the dismantling of the el, marking the end of an era. The reader will also find a complete bibliography to go along with the photos and text.

This is certainly an outstanding book which should have the good attention of all who are interested in the city and its el lines. We recommend it for your pleasure — JOE L. DIAZ.

Ride With Me on LVT Through A-B-E by Mervin E. Borgnis, published by the author, 255 E. Wendy Way, Apt. 212, King of Prussia, PA 19406-3488; 144 pages, softcover, over 120 photos, plan map; $22.50 plus $2.97 handling; Penna. residents add $1.53 sales tax.

Mention the Lehigh Valley Transit Company (or the LVT Company, as it was usually known) to electric traction fans today and their eyes glaze over with thoughts of the Liberty Bell route. Midwestern enthusiasts in particular focus on the *Liberty Bell Limited* interurban route between Philadelphia and Allentown and its use of former Cincinnati & Lake Erie high-speed cars. Special reverence is given to the wonderful car No.1030, purchased by the LVT Company from the Indiana Railroad.

There's more to the LVT Company, though, than the *Liberty Bell Limited*. The LVT Company had an extensive and highly interesting local service in Allentown and Bethlehem and a long interurban-ish line from Bethlehem to Easton, Pennsylvania. It use a wide variety of cars, some built initially for the LVT Company, and others obtained when transit systems in the region began to close down their trolley operations in the middle and late 1930s.

Mervin Borgnis' new book features the human and personal side of electric traction from his viewpoint as a former motorman on the LVT Company. *Ride With Me* is about the LVT Company local lines in Allentown and Bethlehem. Because of Borgnis' skill in evoking his experiences as an LVT motorman, reading this book makes the reader feel as if he/she were actually taking a ride with the author. It is also as if we are favored passengers and our motorman is giving us access to things passengers do not usually perceive.

The book includes an historical thumbnail sketch, but it is not a history of the LVT Company and its predecessors. Let's call it a slice of life. We are Borgnis' passengers on trips on the line to Fullerton, Catasauqua, Greenawalds, Hellertown and South Bethlehem. We come to understand what it was like to run a trolley in the 1940s. To help make the verbal trips come alive, an excellent map of the LVT local lines in 1940 drawn by Andrew Maginnis is included. It is very large-scale and detailed and is contained in a pocket at the back of the book. As one who has enjoyed many trips on the LVT Company, my reading Borgnis' text and following Maginnis' map brought back pleasant memories. Sketches of life on the trolley include various motormen that Borgnis knew and some of their adventures, along with tales of cars that had personalities of their own.

Reading this book will give the lucky peruser the flavor of a time that is now long gone by, in which frequent transit service existed in cities of modest size. Especially in the years of World War II, it was a time when the trolleys were crowded with regular riders who left their autos at home and used transit. The task of hauling huge trolley loads of people to and from various manufacturing industries, particularly the giant Bethlehem Steel works, is part of the stories and experiences Borgnis shares with us.

The book is well illustrated; about ten dozen black-and-white photos are well selected and nicely reproduced. The reader will find pictures of workaday products of the J.G. Brill Company and Cincinnati curved-side cars on the *Easton Limited* service. Yes, there are pictures of the *Liberty Bell Limited* cars. This book is a real treat, and I recommend it strongly to those who already know the LVT Company, its passengers, employees and equipment, and also to those who never knew them but would like to become acquainted with them — GEORGE M. SMERK.

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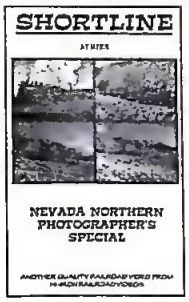
Nevada Northern rail weekend



Ranking right up there in the top tier of existing U.S. railroads that have maintained their historically authentic equipment and infrastructure is the Nevada Northern (NN) Railway in Ely, Nevada, the subject of this month's cover story. A long way from anywhere, the line has run tourist trains for years but has only in the last decade or so entered the charter freight / passenger business. Most recent autumns, the railroad has operated a serious photographers' special that makes use of the proper rolling stock and locomotives which were, until recently, all of correct vintage and heritage. (Two coaches and 2-8-0 No.93 were damaged in an on-line accident in 1993. While the engine was rebuilt, the two NN coaches have not been, hence two former-DL&W m.u. cars from the Williamette & Pacific were pressed into service, joining the classic NN baggage car. Everything else, however, down to the engine facilities, right-of-way and freight cars, are true to their historical heritage.) The tape was shot during a charter

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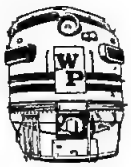

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Carstens Publications

Advertising Index for June 1997

A
Accent Travel 6
B
Barnard, Roberts & Co. 12
Batten Kill Rambler Scenic Train 60
Belfast & Moosehead Lake Railroad 61
Black Hills Central Railroad 61
The Book Depot 50,51
C
Cabbage Stack Publishing 18
Cajon Rail Products 13
Camp Five 61
D. Carlton Railbooks 53
Carson Home Video 23
Catenary Video 58
Colorado Railroad Museum 7
Conway Scenic Railroad 60
Crossroads Village Huckleberry Railroad 60
Cumbres Toltec & Scenic Railroad 61
D
The Depot Attic 6,20
The Depot Attic at Strassburg 14
Depot Square Publishing 6
Direction Video 10
DPA-LTA Enterprises, Inc. 14
E
East Troy Electric Railroad 61
Erie Lackawanna Historical Society 63
F
Four Ways West Publishing 52
G
Golden Spike Enterprises 53
H
Herron Rail Services 7,8,9
Hi-Iron Railroad Video 16
I
Identity Checks ....Cover II
Illinois Railroad Museum 60
International Timekeepers 63
J
JMJ Productions 65
K
Knox Station Bed & Rails 61
L
Lamolite Valley Railroad 61
Loucks, Carlton F. 53
M
McMillan Publications 15
Maine Narrow Gauge Railroad 60
Manitou & Pike's Peak Railroad 61
Kazumasa Matai 22
Edgar T. Mead 63
Montana Premier Dinner Train 60
Morning Sun Books 6
Minnesota Transportation Museum 60
Museum and Tourist Line Directory 60,61
N
Napa Valley Wine Train 60
National Railway Historical Soc. 58
Neff Video Productions 12
Nevada Northern Railway Museum 18,60
O
O&W Historical Society 12
Old Line Graphics 20
P
Pentrex ....63,Cover IV
Plets Express 10
R
Rail Travel Center 52
Railroad Avenue Enterprises 16
Railroad Research Publications 20
Railroad Video Productions 17
Rails 'N' Shafts 11
Railway & Locomotive Hist. Soc. 16
Raritan Bay Hobbies 22
Roaring Camp & Santa Cruz Big Trees Railway 60
Ben Rohrbeck 58
Ron's Books ....Cover III
S
Schrader Enterprises 14
Al Staufer 58
Steel Rails West Publishing 55
The Styles Company 5
Sydney and Lewisburg Railway Museum 61
T
TLC Publishing 19
Tennessee Valley Railroad 61
Trackside Videos 14
Trains Unlimited, Tours 8,63
Transit Gloria Mundi 59
W
Water Level Industries 8
Western Maryland Scenic Railroad 61
West Shore Rail Excursions 61
Wilmington & Western Railroad 61
Y
Yolo Shortline Railroad 61

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in November 1996. In 60 minutes **Nevada Northern Photographer's Special** from Hi-Iron Railroad Videos covers all of the two-day action (which the railroad varies from year to year to keep the fans returning).

Saturday finds us shooting a double-header to Keystone (passing the tunnel, where there is no light early in the morning) with, it seems, every runby performed on Saturday covered in our tape (this seems to hold true for the whole weekend, I believe).

At the wye, we see all of the action of turning both engines, which reverses their order for photographic variety. Return trip runbys include exiting the tunnel, downgrade and without much smoke and with the coaches now behind the locomotives in the mixed consist. Back in Ely, 4-6-0 No.40, a 1910 Baldwin, switches in the yard. The afternoon trains consist of the Ten-Wheeler pulling the passenger cars while the 2-8-0 pulls vintage ore hoppers and a nice yellow NN caboose; multiple runbys in the low November light thrill the eyes.

Sunday dawns clear as we see Ely yard scenes of making up the day's consists as well as runbys in the yard. On the road once again, the bulk of our screen time is spent at one location (a long fill, ending in a curve in a cut) where we witness from essentially the same camera angle, eight runbys (three passenger, five freight). Moving further up the line, we have two runbys with a larger freight consist (while the passenger train goes on ahead to turn), and we end at one of the more spectacular NN locations: a fill with a high mountain backdrop where take in two passenger and two freight runbys in opposite directions.

The NN railfan weekends are varied as to content, consists and operations and are generally under sunny skies with cool morning temperatures. Our runby-oriented tape seems to have captured all the action. The combination of Sony 3-chip digital master with expensive, off-camera microphones and Betacam editing produced a clean, sharp, good stereo program. Missing in the tape are a map and a little more narration to explain the line and its environs. Depending on your taste, a little more coverage of the engine terminal activities, rolling stock and crews could have been included. The camera work is straightforward, and could have benefited from some additional angle variety at those locations with multiple runbys and/or different editing to present a more varied program.

On the whole, this is solid, if not spectacular, coverage, and editing of the weekend's operations from one of the not-so-household-name video producers. The tape is available from Hi-Iron Railroad Videos, P.O. Box 780155, Maspeth, N.Y. 11378, for $29.95 plus $3.00 shipping (N.Y. res. add 8.25% tax).

If you haven't been to Ely yet (I am remiss, as well), do make it sometime. The folks there put on a great, authentic show in the nice, low light of late autumn, and our patronage is certainly welcomed — TOM KELCEC.

Nostalgic Trolley Tour from Mark I

"Pennsylvania Trolleys, Volume 1," from Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; $24.95 plus $5.00 shipping for first tape, $1.00 shipping each additional tape; 30 minutes, mostly color.

Mark I Video, known for its coverage of contemporary rail events and quality tapes of the vintage rail scene, also has a wide selection of traction tapes under its "Nostalgic Trolley Tour" banner. Tapes available include subjects in New York and New England, the South (from Maryland to Georgia), Connecticut, New Jersey and Iowa. The first tape of the series I had the chance to view was *Pennsylvania*

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Trolleys, Volume 1 and, to say the least, I was impressed.

The tape starts off in Hershey with onboard and lineside scenes of streetcars traversing the city streets. The onboard scenes not only include looking forward out the front of the car at the right-of-way but also out the side windows at the streetside buildings. There are also some scenes of box motors.

Conestoga Traction, which operated in and around Lancaster, is up next, and I found this to be my favorite part of the tape. There are scenes of cars in front of the Pennsylvania Railroad station, contrasting with scenes of small shelters in what appears to be the middle of cow pastures. There is some pacing by auto in places where the tracks are on the shoulder of the road (it appears the driver is also doing the shooting). The neatest stuff, though, is footage of single-truck cars bouncing along grass-covered tracks on the way to Rocky Springs Park. Once at the park we leave the trolleys long enough to take a look at some of the amusements, including a miniature railroad. We then join an NRHS special on the way to the park. Seen on board the charter was one particularly hairless guy with his head out the window, prompting Chris D'Amato, associate editor of sister magazine RAILROAD MODEL CRAFTSMAN to say to this reviewer, "Hey, look, there you are!" (The scary part is that I was thinking the same thing.) Scattered throughout the Lancaster coverage are quick views of Amish country including, of course, horses and buggies.

Next we move slightly south and west for a quick look at York Railways in black and white. It's back to color footage, however, when we go west to view the Altoona & Logan Valley, once again a short segment.

Work equipment and shop scenes start off the segment devoted to Reading Transit & Light, along with some trackside scenes of passenger equipment. The tape finishes off with another strong segment, a look at streetcars on Philadelphia Rapid Transit and successor Philadelphia Transit Company. We start off with cars passing Independence Hall and see a lot of PCC's traveling the city streets. Of particular interest are scenes at a tunnel portal where the cars head into the subway under Market Street — it's impressive to see three PCC's follow one another into the tunnel while another one comes out. There are also scenes of an NRHS special, complete with photographers running to reboard the cars after a photo runby. There is also some very good footage of snow sweepers running through a blizzard.

The footage presented in the 30-minute tape is all high quality — not a moment is wasted. Most of the tape features generic big band music appropriate for the era. Each segment starts off with a map showing where each city is located in Pennsylvania. There is no narration, but there are "Fact Files" graphics that tell a little about each system's routes, equipment and dates of operation. Alas, for someone like me who can identify a PCC and not much else, the tape makes you want to know more about the equipment. Nonetheless, I highly recommend this tape and eagerly look forward to viewing more of Mark I's Nostalgic Trolley Tours — S.B.

next month in RAILFAN & RAILROAD

• WEST IOWA BOTTLENECK: From Denison to Missouri Valley the Union Pacific and Illinois Central pack a lot of traffic into a previously down-sized railroad. Mark Bess tells the story of this busy area.

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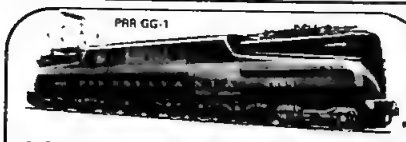

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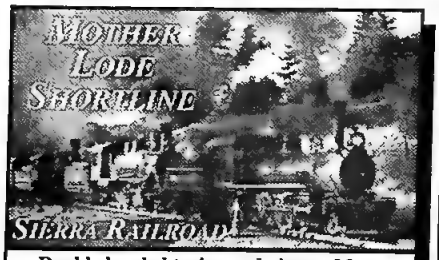

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TRANSIT CURRENTS

New Orleans Streetcar

THOSE OF YOU who went to New Orleans after Mardi Gras found the Riverfront streetcar line not working. Otto Goessl informs me that the Riverfront line closed after Mardi Gras so that the track gauge could be changed from standard to broad gauge. The broad gauge is used on the St. Charles line. The Riverfront line is double-tracked from the old Mint building at the foot of the Esplanade to a point just behind the Convention Center. If the work proceeds according to schedule, by Thanksgiving time you will be able to enjoy your turkey and also ride along the Riverfront line.

A connector link is to be built from the foot of Canal Street that will bring the St. Charles line and the Riverfront line together. At first the connector will not be used in revenue service but simply to move equipment on its own wheels to the Carrollton shops for maintenance. Up to now, the Riverfront cars had to be moved by truck back and forth because of the gauge difference.

The Australian cars that have been used on the Riverfront line will not be regauged; they have been sold to Memphis for use in downtown trolley service. Replacing the Melbourne cars, which were wheelchair and handicapped accessible, will be New Orleans Carrollton shop Perley Thomas look-alike cars, which are replicas of the Perley Thomas classics that have been operating on the St. Charles line for many years. The "new" cars are accessible.

Flexliner information

Julien R. Wolfe wrote concerning the *Flexliners* that were operating in the U.S. and Canada on loan from their builder. Mr. Wolfe writes that he rode the first day of the Stratford/London/Kitchener service in Ontario on Monday, September 30. This was when the Canadian crews refused to operate the Toronto-to-London round trip. Labor was concerned that when operated singly these cars could not handle grade crossing or track circuits. The cars were taken out of service because of this concern.

Mr. Wolfe also wrote about a possibly confusing statement concerning the cars in my January 1997 column. The IC-3, which is diesel powered, can be operated with the electric version or IC-4. The diesel and electric versions do run together in Danish service out of Copenhagen. Mr. Wolfe was careful to say that these are not dual-powered vehicles and that the IC-3 cannot operate electrically and the IC-4 cannot operate out from under the wires.

Decisions, speculation and action

From time to time decisions are made and unmade when it comes to rail transit. For example, public hearings held in summer 1996 on the form of transportation to be used on the former-CSX/B&O Georgetown branch offered choices between a busway and light rail. Light rail was the decision of local planners. Or was it? Immediately the NIMBYs rose and negative comments followed. Was there a decision for linking Bethesda and Silver Spring? Maybe, maybe not.

Another place where decision is in process is the Cincinnati area, where interest is growing about light rail. The mainstream proposal is to build a light rail line between King's Island to the north and the Cincinnati/Northern Kentucky airport on the bluegrass side of the Ohio River. A group of business people are calling for a monorail rather than light rail, contending that light rail is nothing but an old-fashioned streetcar. At least at this juncture light rail is being seriously considered as a reasonable option by the Ohio-Kentucky-Indiana Regional Council of Governments.

In Pittsburgh, the pressure is on for maglev rather than conventional light rail. As far as can be ascertained, the public has not expressed a desire to be levitated, magnetically or otherwise. Special interests appear to be whooping it up for maglev. No one knows which way Pittsburgh will go, although doing nothing appears to be the most likely decision at the present time.

Pittsburgh: present and past

The history of railways in Pittsburgh is a rich one, and the Coraopolis Economic Revitalization Corporation, a non-profit community development group, is planning a museum featuring the railroad history of Pittsburgh. The effort is beginning with a series of interviews with rail personnel from the area with extensive memories of the past.

If you would like to buy a cup or a mug with a PCC car on it, the place to go is the Senator John Heinz Pittsburgh Regional History Center. Indeed, if you would like to see a PCC car in the flesh, there is an entire 1949 Pittsburgh Railways PCC on display at the museum.

At the present time, Pittsburgh is once again running two-car trains on its light rail system. This time it is being carried out on an experimental basis. The Port Authority Transit stopped running the two-car trains when a shortage of cars developed due to mechanical problems developed. Under the period of experiment, passengers in the second car must get on and off at major stations equipped with high-level platforms and at which fares are collected off board. The reason: no conductor will be aboard the second car; everything will be run by one person. Two-car trains should help to improve the comfort for Port Authority Transit light rail riders. Thanks to Jim Cerny for the news.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Line Closed for Repairs

Boston Green Line runaround

Summer 1997 should see a new runaround on Boston's Green Line light rapid transit system. The goal is to remove the elevated portion of the track over Causeway Street in front of the Boston Garden, which is part of North Station. In order to carry out this construction, the Massachusetts Bay Transportation Authority is building a short section of temporary elevated track in the North Station area. Eventually this track will be replaced with a new subway under Causeway Street and the new Fleet Center. The need for the runaround (also known as a shoo-fly) was to divert trains around the construction site so that the contractor would have enough room to build the subway. The new subway will contain a joint Green Line/Orange Line superstation where inbound trains will share the same platforms. This will allow passengers to choose either line, which parallel each other through downtown and Back Bay, and make an easy cross-platform transfer. There will also be a passenger tunnel under Causeway Street directing commuter rail passengers as well as intercity rail service passengers, to the subway station. The intercity passengers will become a reality if Amtrak service to Portland, Maine, gets underway. Thanks to John Burckhardt for the news.

Tunnel progress in Portland

Great progress was made throughout 1996 and early 1997 on the west side light rail line in Portland, Oregon. As 1997 dawned, both of the tunnels through the west hills had been completed. Concrete was put in place on the floors and walls of the tunnels. By summer 1997 tracks will probably be laid in one of the tunnels, and some of the new light rail cars that were delivered on the west side of the tunnel can be pulled through the line by diesel locomotives to be tested on the existing system.

This tunnel work is not a simple job. Workers have already poured 155,000 cubic yards of concrete for the tunnel, and 50,000 cubic yards are left to pour. It is expected that the complete line will be open around September 1998 and will fall within its $944 million budget. Thanks to Douglas I. Duncan for the news.

Flashes

If you are in **NEW YORK CITY** this summer, don't forget the transit museum. If you are interested in information or becoming a member, write to the New York Transit Museum, 130 Livingston St., 9th Floor, Box E, Brooklyn, NY 11201. Many events are offered by the museum, including trips, lectures and tours around the city's transit system.

While in New York you might stop at **SIBERIA**. A friend tells me that Siberia is a recently opened bar that is almost literally inside the 50th Street subway station. The platform and the trains are visible from the front door. Technically the bar is in the building upstairs. Check it out. After a hard day of riding the subway a frosty libation might be most welcome.

Pray that you are not in **SAN FRANCISCO** on a day the power gives out at BART. On December 12, 1996, for a period of seven hours the Bay Area Rapid Transit District commuters were marooned by a power failure. A short circuit in a power cable in the tube under the bay cut power at 4:30 a.m., and only partial service could be offered by 8:00 a.m. Some commuters waited in four-block-long lines to catch AC Transit buses to get across the bridge and into San Francisco and to work. Everything was back working again by 11:30 a.m. Thanks to John Allen Lee for the news.

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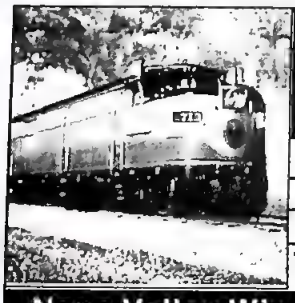

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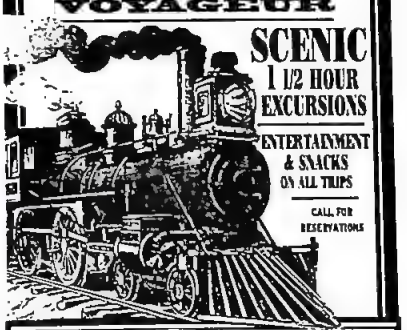

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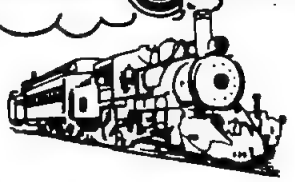

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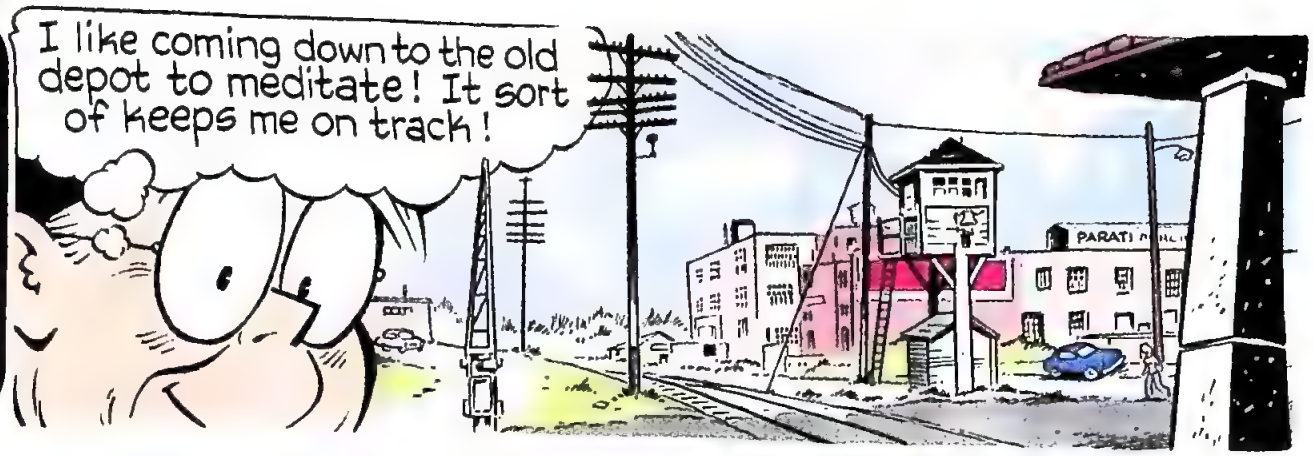
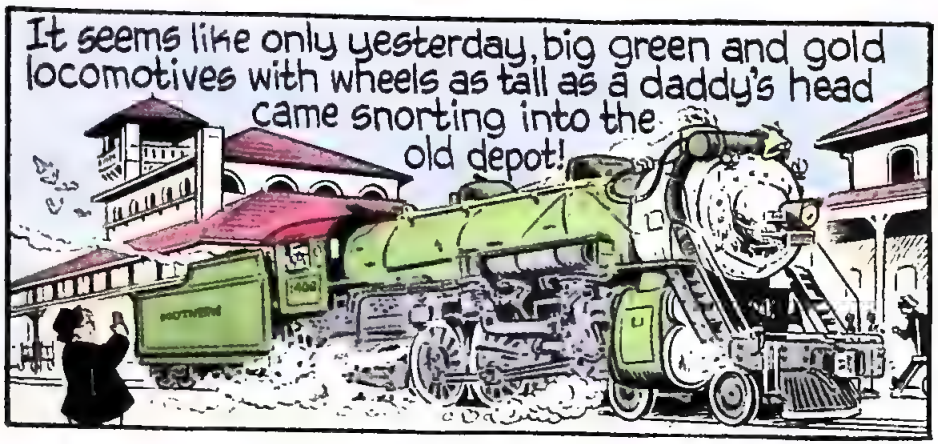
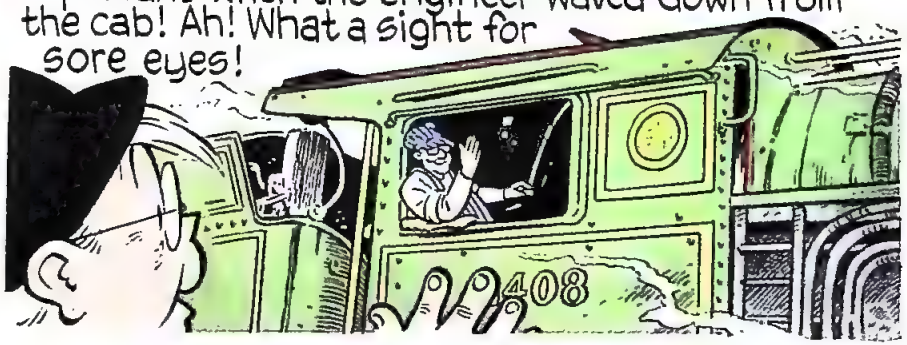
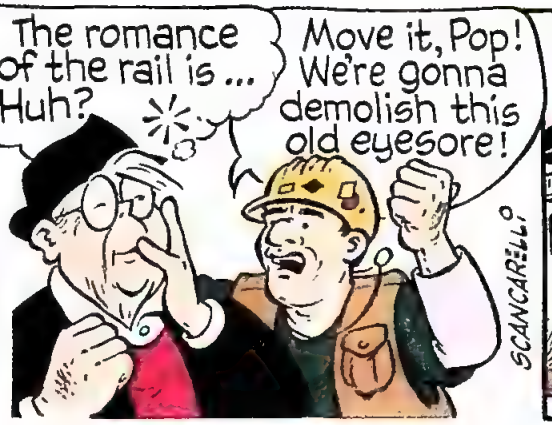
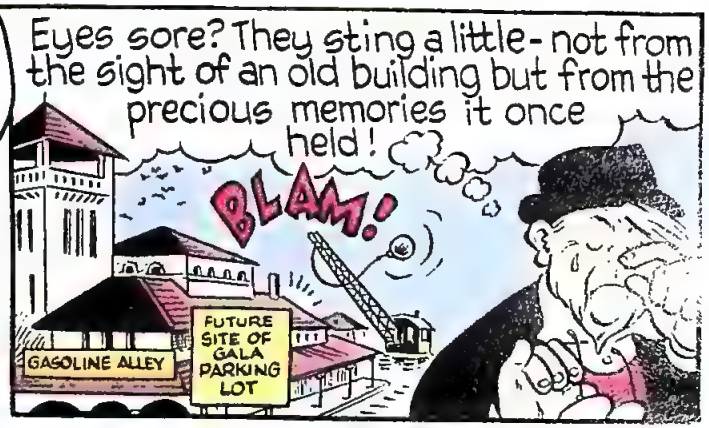



It seems like only yesterday, big green and gold locomotives with wheels as tall as a daddy's head came snorting into the old depot!


Brass bells rang with brisk authority and you felt important when the engineer waved down from the cab! Ah! What a sight for sore eyes!
408




Eyes sore? They sting a little - not from the sight of an old building but from the precious memories it once held!
BLAM!
GASOLINE ALLEY
FUTURE SITE OF GALA PARKING LOT

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MARKERS

EDITORIAL COMMENTARY

Uncle Walt and the Ps4

RAILFANS GOT A TREAT in the February 23, 1997, Sunday comic pages with Uncle Walt of *Gasoline Alley* reminiscing about the local railroad station and a very authentic Southern Railway Ps4 Pacific. The strip (on the **opposite page**) is a pretty accurate reflection of today's attitude toward railroads. I still can't get used to a reflectorized sign in place of my old hometown depot on the C&NW — sorry, make that Union Pacific.

The *Gasoline Alley* strip is drawn by Jim Scancarelli, who was born in New York City in 1941, the son of the Italian consulate. He "lost his New York accent" at the age of six weeks when he moved with the family to his mother's home state of North Carolina. He grew up around the Southern Railway, which employed his grandfather as a civil engineer.

Jim was fascinated by graphic arts and pursued that field in his education. In 1979 he went to work as an assistant artist for Dick Moores, who was then drawing the *Gasoline Alley* comic strip, which had been created by Frank King, who had died in 1969. Jim inherited the strip from Moores in 1986 and has been drawing it ever since.

An unabashed railfan, Jim has occasionally worked trains into the intelligent and insightful "rural Americana" themes of the *Gasoline Alley* strip. A longtime fan of O. Winston Link, Scancarelli created the character of "O. Winken Blink," the world's greatest train photographer, for a series of weekday strips run in newspapers between July 23 and September 18, 1987. These strips were then reprinted in the November 1987 R&R. The color Sunday strip of February 23, 1997, was a "free standing" piece that was not related to an ongoing story line.

Our thanks go to Jim Scancarelli for sharing Uncle Walt's observations with us. I'm sure we've all experienced those "eye sores" from time to time — JB.

A BNSF steam program?

As the prospects for main line steam diminish in the East with "just say no" CSX and Norfolk Southern carving up Conrail, the opposite seems to be happening in the West. BNSF is embarking on a limited steam program, but unlike those of Union Pacific or NS, this will be strictly for the benefit of employees. Frisco 4-8-2 1522, owned by the Museum of Transportation in St. Louis and operated by the St. Louis Steam Train Association, will be touring the West as BNSF thanks its employees for a job well done in making the recent merger of Burlington Northern and the Santa Fe happen.

BNSF is set up in three major divisions — Northern Lines (basically Great Northern / Northern Pacific / SP&S territory), Burlington Lines (mostly ex-CB&Q trackage) and Santa Fe Lines. The 1522 will be making a Burlington Lines tour as it takes a round-about way from St. Louis to Galesburg, Illinois, for Galesburg Railroad Days. BNSF is not releasing specific dates for each segment of the trip, but here's what is known. On May 30, 1997, the 1522 will move from the Museum of Transportation to St. Louis. On May 31st it will travel from St. Louis to Kansas City. It will remain in Kansas City from June 1st to 3rd, with the first of the employee trips on June 2nd. Here's where the non-specifics start. Sometime after June 3rd, 1522 will head west to St. Joseph, Missouri; Hastings and McCook, Nebraska; Denver, Colorado; Cheyenne and Casper, Wyoming; Laurel, Montana; Sheridan and Gillette, Wyoming; Edgemont, South Dakota, and Alliance and Ravenna, Nebraska. The train will be in Lincoln, Nebraska, from June 20 to 22 for Haymarket Heydays. From there it's on to Souix City, Creston and Burlington, Iowa, finally arriving in Galesburg by June 27th. After spending the weekend at Galesburg Railroad Days, the locomotive will be ferried back to St. Louis on June 30th.

Employees will be able to ride segments of the trip as the 18-car train makes its big circle, returning to their starting point by bus. In addition, there will be several out-and-back trips offered to employees along the way. The public will be able to get close to the train as well, in locations like Denver and Lincoln, where it will be on display at the train stations. All told, the circle covers

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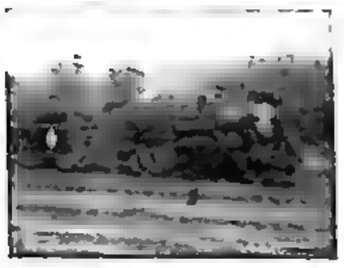
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MAG7

KODACHROME: JEFF BUTLER

ORANGE EMPIRE RAILWAY Museum Alco RSD-1 1956, former DOT 012, was seen in its new paint scheme on March 1, 1997, inside the museum grounds as it rounded the curve after leaving Carhouse No.4.

ENDANGERED SPECIES can still be seen if you know where to look. Ogeechee Railway GP30 4215 **(below)** was spotted at Roberta, Georgia, on March 3, 1997. Also down south, Baldwin S12 No.200, one of two at the TVA's Muscle Shoals, Alabama, facility, was seen on March 6, 1997. Its sister, the 100, was inside undergoing repairs.

KODACHROME: DAVID BAER

ABOVE and BELOW: KODACHROMES, IAN PLATT

PITTSBURGH INDUSTRIAL RAILROAD SW1500 No. 2340, formerly NS/Southern 2340, was delivered to McKees Rocks, Pa., in late March 1997. The unit was seen with its stacks still capped **(above)** on March 23, 1997. Sister 2342 was delivered to the RailTex road a week later.

CONRAIL "BALLAST EXPRESS" C32-8s 6613 and 6610 lead BALAOI at Conrail's Shire Oaks Yard **(below)** on March 21, 1997. Conrail has been using these units on ballast trains for the newly rebuilt coal staging yard on the Mon Line in Pennsylvania, 25 miles south of Pittsburgh.

KODACHROME: RUSS PUZAUSKY

2900 miles, but with the out-and-back trips added 1522 should rack up almost 4500 miles in one month.

BNSF plans to bring the employee steam program to the Northern Lines and Santa Fe Lines over the next two years. Power will likely not be Frisco 1522. While no determination has yet been made as to what will be covered in 1998 and with what locomotive, BNSF's Mike Martin indicates they "have a pretty good idea" what next year will bring. Whatever it is, we know we're looking forward to it — S.B.

Summerail in Cincinnati

Another of the day-long multi-media railfan photography expositions will be held in Cincinnati Union Terminal on Saturday, August 9, 1997. The event is *Summerail at CUT*, and there is a solid line-up of shows that will be presented. Scheduled are Mike Brestel's *Two Decades of My Favorites;* Willie Davis's *Amtrak Review;* Dale DeVene, Jr.'s *Towers, Trains and Signals;* Dave Lichtenberg's *Mid-American Memories;* Scott Lindsey's *Reflections of the South;* Allen and Bradley McClelland's *The V&O Afton Division;* Garland McKee's *Santa Fe Across the Southwest;* Randy Nelson's *Day(light) Dreaming;* David Patch's *East of Hudson;* Mark Perri's *Stem Scenes;* Bob Todten's *Alcos of My Acquaintance;* Scott Withrow's *My Big Backyard* and Gary Zuters's *Winter in the Great White North.*

As you can see, the line-up gives a good geographic and chronologic cross-section of North American railroading. The programs run from 1:00 to 4:30 p.m. and 6:30 to 10:00 p.m. During the two-hour dinner break, Gib Yungblut will give a narrated slide presentation on *The History of Cincinnati Union Terminal.* In addition to the slide shows, there will be a railroadiana sale in the terminal rotunda from 10:00 a.m. until 5:00 p.m. Tower A, home of the Cincinnati Railroad Club, also will be open from 10:00 a.m. to 10:00 p.m. for tours and train watching.

In addition to the Summerail events, CUT also houses two museums and an Omnimax theatre, and there is a food court where lunch may be obtained. It sounds like a pretty impressive day.

Admission to Summerail is $12.00, with checks made payable to CRRC. Send your ticket request to Summerail '97, Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250-0157. Information by phone is available at 513/651-RAIL. Parking at CUT costs $3.00, and admission to the other museums and the Omnimax theatre is at additional cost.

It should be a lot of fun. And by the way, EastRAIL '98 is scheduled for February 28, 1998, in Hackensack, New Jersey — S.B.

No respect

Speaking of EastRAIL, it's said that imitation is the sincerest form of flattery, but those of us involved with the multi-media event are trying to figure out what to make of *YeastRAIL,* a local gathering featuring slides and beer organized by Ed Kaminski that was posted on the Internet. A follow-up message indicated that a lot of food was left over because former R&R associate editor Mike Del Vecchio was a no-show.

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The SOUTHERN I
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NS DIESELS
The SOUTHERN I
Volume 2
SOUTHERN RAILWAY
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Vintage Film showing Alco RS's, EMD "F" Units, and a Fairbanks Morse Motor Car, is followed by late 80's video by which we view the Georgia and Alabama Divisions of the Southern on rails of the original Central of Georgia, Western & Atlantic and Georgia, Southern & Fla. Chattanooga's deButts Yard and Chickamauga Dam areas are highlighted.
Continuing the story from Vol. 1, we pick up action on the Kentucky Division with heavy emphasis on the "Rat Hole". Moving on to the French Broad River area and Eastern Division lines from Orange to Salisbury, this Show includes great scenes of "Roadrailers", piggybacks, coal and general merchandise trains.
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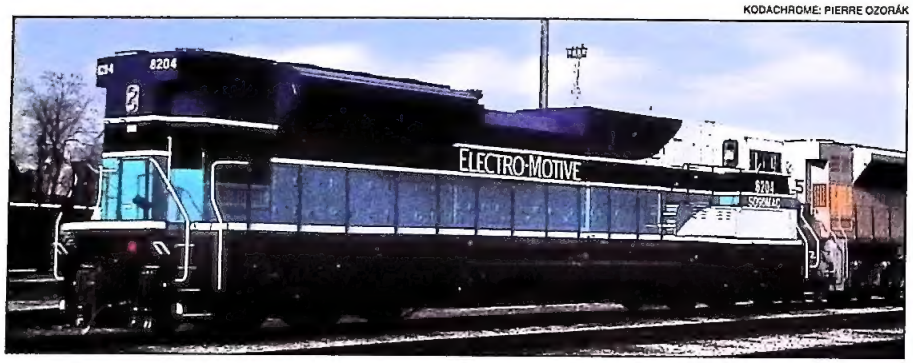
You won't see a better, faster-paced Diesel video than this.

KODACHROME: IAN PLATT

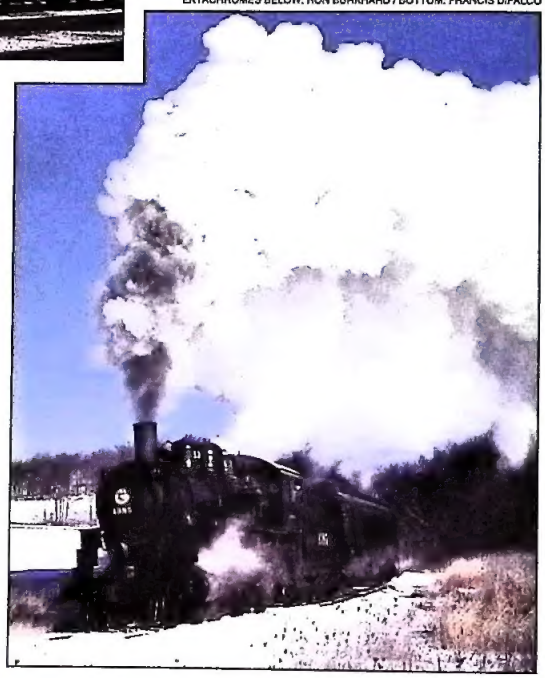
KODACHROME: PIERRE OZORÁK



UNION PACIFIC 8202 is the first of the "pre-production" SD90MAC's being built for Union Pacific with the 6000-h.p. four-stroke 16V265H engine. The 8202 was at GMDD's London, Ontario, plant on March 12, 1997, awaiting delivery to UP. The 8200 (formerly 8160) and 8201 are being retained by EMD for testing; the 8201 is at the AAR test track in Pueblo, Colorado. The UP has 60 "convertible" SD90MAC's now in service.

UNION PACIFIC SD90MAC 8204 has been painted in a handsome new "75th Anniversary" scheme for EMD's open house in La Grange, Illinois, on September 21. It was at London, Ontario, on April 8, 1997, en route to La Grange and then on to the AAR Test Track at Pueblo, where it will spend the summer before being transferred to UP ownership and repainted into Armour yellow.

EKTACHROMES BELOW: RON BURKHARD / BOTTOM: FRANCIS D'FALCO



MID-CONTINENT RAILWAY MUSEUM made their annual attempt at running a snow train on February 15, 1997, with the happy result of Chicago & North Western 4-6-0 1385 romping through the white stuff (**right**). The 1907 Alco was sporting a back-dated look with large numbers replacing the C&NW herald on the tender and small letters under the cab windows. The Ten-Wheeler is on its last federal firebox extension and will need work at the end of this operating season.

MIAMI's TRI-RAIL F40s 810 and 811 were at the Hialeah shop on their first day at their new home, March 19, 1997 (**below**). The units are former-Amtrak 363 and 379 respectively. They join F40PHL-2R's 801-805, which were rebuilt by Morrison-Knudsen from, among other parts, F45 noses. The difference in the noses is evident as MK-rebuilt 804 and 801 mingle with the Amtrak veterans.

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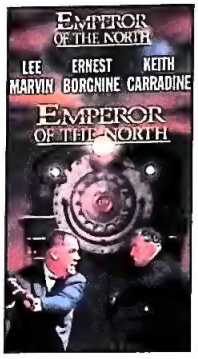

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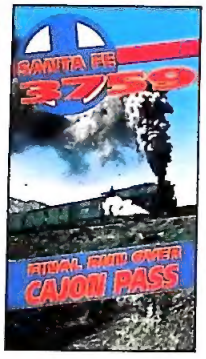

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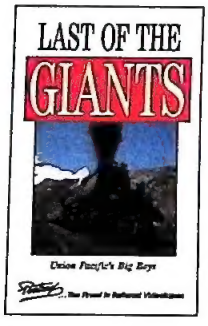

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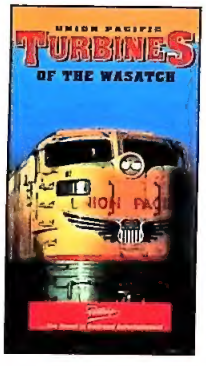

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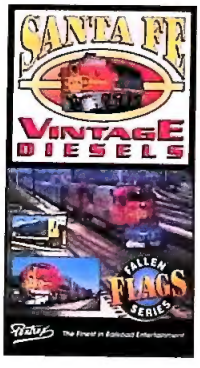

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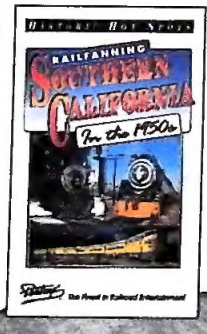

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